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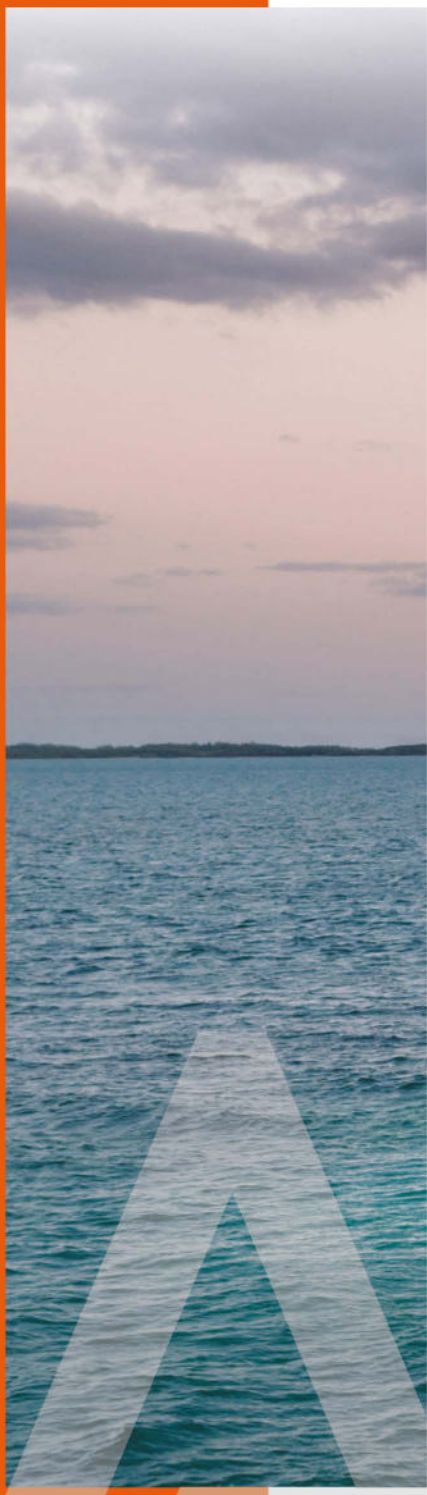
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On the cover: Royal Huisman's 154ft *Nilaya*, photographed by Tom van Oossanen

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CRM & EMAIL MARKETING EXECUTIVE Lewis Crosswell

CONTRIBUTING EDITORS

Simon de Burton, Sam Fortescue, Jonathan Glynn-Smith, Risa Merl, Graeme Montgomery, Marilyn Mower, Jonathan Ray, Grace Trofa

EVENTS AND MARKETING
+44 (0) 20 8545 9330

EVENT DIRECTOR Clare Jempson
SENIOR EVENT MANAGER Amy Parsonson
EVENT PRODUCER Johanna Sargeant
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AWARDS MANAGER Ciara Hutchison Reid
EVENT CO-ORDINATOR Abigail Hindmarch
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HEAD OF FINANCE David Waters
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PRODUCTION

PRODUCTION MANAGER Stav Athanasiou

FORT LAUDERDALE OFFICE
+1 (954) 522 2628

BUSINESS DEVELOPMENT EXECUTIVE Steven Sumlin
OFFICE MANAGER Lauren Cerrito

LONDON OFFICE
+44 (0) 20 8545 9330

CHIEF STRATEGY/ PARTNERSHIPS OFFICER Charlotte Harris
COMMERCIAL DIRECTOR Luca Vasile
COMMERCIAL DIRECTOR, NEW BUSINESS, EVENTS & LUXURY Harry Warburton
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SENIOR ART DIRECTOR, COMMERCIAL & EVENTS Mark Gillman

DIGITAL OPERATIONS

AD OPERATIONS EXECUTIVE Jenny McGowan-Downey
PROJECT EXECUTIVE Izzi Marfe

DATA DIVISION – BOAT PRO

COMMERCIAL DIRECTOR Heather Parkman
CLIENT SERVICE MANAGER Tom Foy
ACCOUNT MANAGER Louise De New

INTERNATIONAL REPRESENTATIVE

MILAN Angelo Careddu
+39 02 87 45 43

BOAT INTERNATIONAL US EDITION
1800 SE 10TH AVENUE, SUITE 340
FORT LAUDERDALE, FL 33316
+1 (954) 522-2628
reception@boatinternationalmedia.com

SISTER PUBLICATIONS: BOAT INTERNATIONAL • DOCKWALK • BOAT INTERNATIONAL TURKEY • ANNUALS: THE SUPERYACHTS • SUPERYACHT INTERIORS • SUPERPORTS

Boat International US Edition (ISSN 2572-505X) is published monthly by Boat International Media, Inc., 1800 SE 10th Ave., Suite 200, Fort Lauderdale, FL 33316. Periodical postage paid at Ft. Lauderdale, FL and additional mailing offices. POSTMASTER: send address changes to Boat International US Edition, PO Box 28, Congers, NY 10920. Subscriptions Department: *Boat International US Edition*, PO Box 28, Congers NY 10920 USA,+1-866-213-4676 (toll free) +1-845-267-3038 (direct), BoatUS@cambeywest.com. Return undeliverable Canadian addresses to *Boat International US Edition*, PO Box 503, RPO West Beaver Creek, Richmond Hill, ON L4B 4R6, Canada. Content presented under the "BOAT Presents" logo is an advertising feature and Boat International Media Limited has been paid to include this content.

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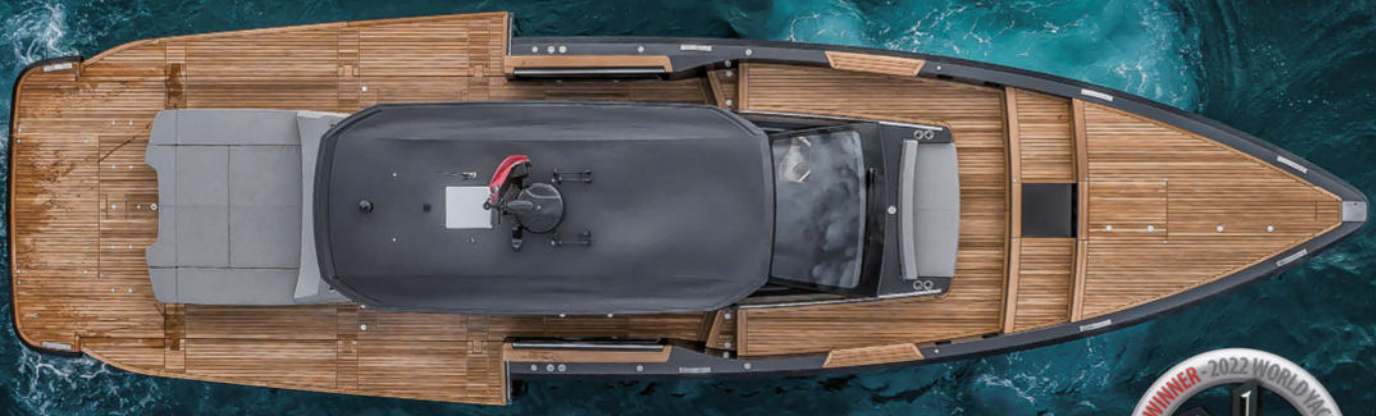
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It seems every day we receive astonishing news of projects pushing boundaries in every direction, lengthwise, beam-wise and upward. In this issue's special section dedicated to catamarans, you will read that Australia's Echo Yachts is building an 187ft sailing catamaran; the release did not disclose the beam, but even with a sailing cat, that's got to translate to some extraordinary volume. You'll also read about the world's largest sailing cat, *ArtExplorer*, which doubles as a floating gallery taking art to the people around the Med. Recently Vladi Private Islands, a realtor specializing in (as its name indicates) islands opened a San Francisco storefront in partnership with German Meyer Yachts. Why? The intersection between a boat and a floating island is starting to blur, they say. It certainly looks that way. And this week Royal Huisman announced it is building a 266ft sloop (monohull this one) with a 305ft mast. That's the height of Miss Liberty, from the ground to the tip of her torch. It's the superyacht world, where pushing boundaries is the name of the game, so yeah, why not? *Nilaya*, the super sloop on our cover, isn't quite that big, but it certainly has moved the needle in construction and has innovated with rigging and sail handling. So what do you say, are you going to up the ante?



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Sam Fortescue

Sam is a freelance writer who covers everything to do with boats — from toys to technology, and dinghies to superyachts. For this issue, he looks at the growing multihull market (*page 84*)

Are you a multihull fan yourself?
Like many sailors, I have watched the rise of the multihull with a mixture of wonder and trepidation. I love the feel of a heeling deck, but it's hard to beat the adrenaline injection you get on an extreme foiling cat, or the unimaginable floating real estate of a supercat

Which new cat coming to market would you like to own?
I would opt for one of the narrower cats, balancing slick performance under sail with the comfort of a bigger boat. I admire Malcolm McKeon's BlackCat line, and I could also be tempted by Southern Wind's SWCAT90

What is your fondest sailing memory?
Doing 45 knots on a GC32 cat, while holding on for dear life. Or island hopping around Norway's west coast, where there's always a wild spot for a swim and a picnic

What is the worst job you ever had?
Sorting parcels at 3am for a delivery company, and getting paid less than a coffee an hour for it. I didn't last the week!

Claire Wrathall

Based in London, Claire writes for the *Financial Times* among other publications. She has interviewed the winners of the Ocean Awards every year since their inception nine years ago (*page 92*).

Which award winner stood out to you the most?
The Colombian research scientist Diego Cardeñosa has developed a quick and easy PCR test that can identify shark species from a tiny fragment of dried cartilage, which stands to make a real difference in enabling law enforcers to crack down on the trade in meat from endangered sharks

What surprised you the most about this year's awards?
The great initiatives that didn't make the final cut. The Great Bubble Barrier, for example, is a Dutch invention that pumps air into waterways to create screens of bubbles. These screens guide plastic waste into a catchment system, thereby preventing it from washing out to sea

What is the most interesting trip you've been on?
Driving the Carretera Austral through Chilean Patagonia. The scenery is staggering

Best book you read recently?
Jhumpa Lahiri's minutely observed and beautifully written *Roman Stories*





Benoit Linero

Based in Paris, Benoit specializes in lifestyle and portrait photography, which he regularly explores for magazines such as *L'oeil*, *Elle*, *Télérama*, *Grazia* and *Condé Nast Traveler*. For this issue, he captured the interior of *ArtExplorer* (*page 72*).

You don't normally shoot superyachts; how did you come to photograph *ArtExplorer*?
Axel de Beaufort (one of the yacht's designers) suggested I take on this project, as he knows my work well and we've already collaborated on a number of subjects

What was in the forefront of your mind while you were shooting?
The important thing for me was to render all the beauty of this sublime boat, all this material that blends together both technically and aesthetically

The most interesting person you've shot as a portrait?
The portraits I prefer to take are often those of artists, like choreographer Angelin Preljocaj for example, or simply people who are totally passionate about their work, craftsmen, etc. I find that this comes across in the images

What do you do to unwind?
Travel with my family to recharge my batteries, or sail in Corsica

Lucy Dunn

Before entering the yachting world, *BOAT*'s content director was a lifestyle and travel writer for numerous British newspapers. In this issue, Lucy reveals the story of how *ArtExplorer* came to be (*page 72*).

What impressed you the most about *ArtExplorer*?
She's a boat with a genuine purpose and a force for good. And she looks great too

If you owned the boat, where is the first place you would go to and why?
I would sail to Australia to see my son who is currently studying there. I miss him!

Who was the most interesting person you've ever interviewed, and what made them so?
Everyone I meet is the most interesting person I've ever met! The last person was Mission Blue's Max Bello who travels the world helping countries with their conservation efforts. What a cool job

What is the one thing most people would not know about you?
I put a hat on Nelson's Column in London's Trafalgar Square for the London Olympics' Cultural Olympiad. It meant going up in a crane at three o'clock in the morning — no mean feat for someone scared of heights!




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Eye Opener

Astronomical waste

Everyone knows there are islands of garbage in our oceans, icebergs of trash and drifting rafts of junk. Less visible – but just as ugly – is the soup of plastic debris just below the surface, suspended in the sea. British photographic artist Mandy Barker specializes in documenting the waste that populates our oceans, finding counter-intuitive beauty in its many forms. By drawing the eye with aesthetic appeal then revealing a darker reality upon closer inspection, she elicits an emotional as well as an intellectual response.

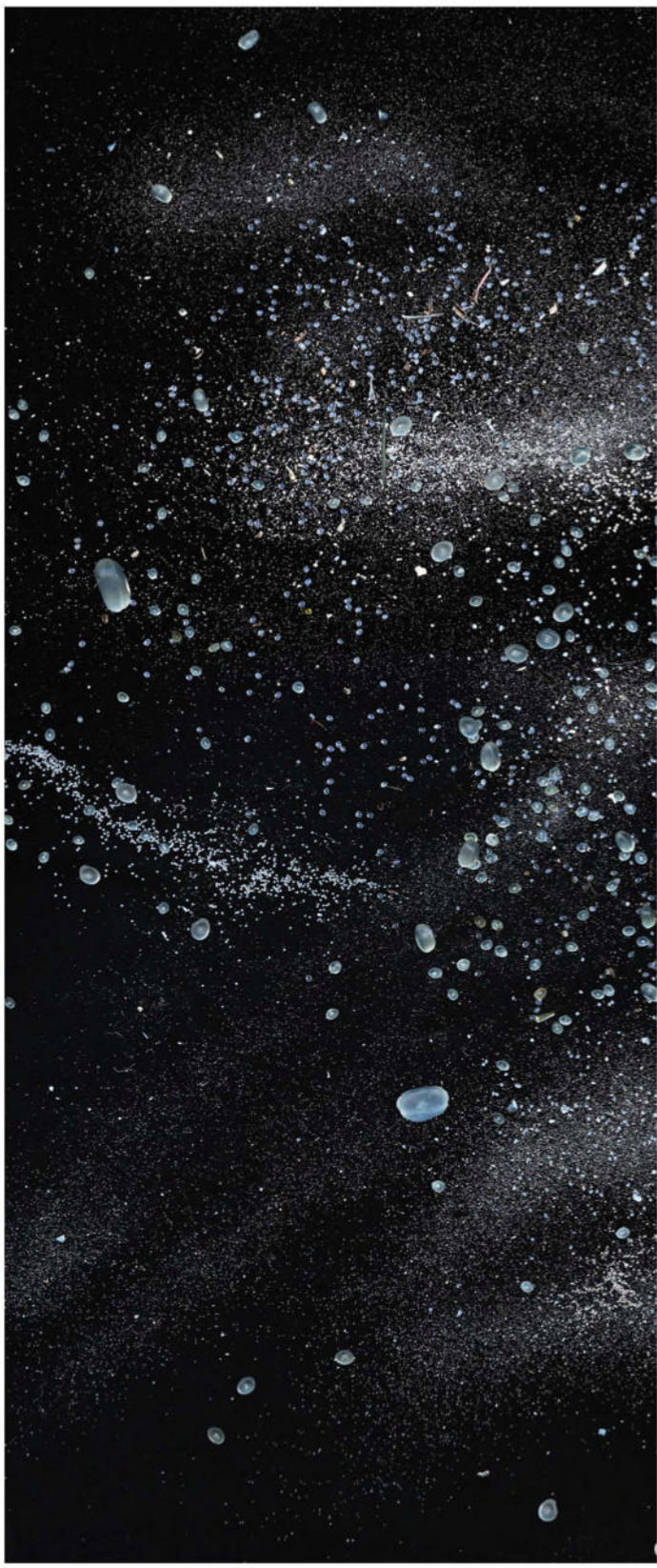
Her pictures have included a delicate, feather-like image of what appears to be microscopic plankton that turns out to be the wheel of a baby carriage. And the luminous surface of an alien planet? Really one of many discarded plastic buoys, floating loose off Henderson Island in the South Pacific.

This image, entitled *Split*, is part of her series *Hong Kong Soup: 1826*, which depicts trash gathered since 2012 from more than 30 beaches in the region, where more than 2,000 tons of plastic waste ends up in landfills each year, and plenty more in the water. The image may resemble the night sky but the "stars" that stud this oceanic canvas are some of the 165 tons of pre-production microplastic pellets spilled from a cargo container during Typhoon Vicente on July 23, 2012. "By bringing attention to marine plastic pollution in this way, it is hoped my work will help inform and raise awareness about this issue of climate change and, in doing so, encourage a wider audience to want to do something about it," Barker says.

Barker's work is showing at two exhibitions this year: *Oceans. From Renoir to Microplastics* in Spain at Museu Diocesà de Barcelona (March 20 to August 25), and *Confession to the Earth* at Chungmu Arts Center in Seoul, South Korea (April 18 to September 8). *mandy-barker.com*

WORDS CAROLINE WHITE

PHOTOGRAPHY MANDY BARKER







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On Board

REVEALING THE LATEST NEWS, TRENDS AND TECH

GOING GLOBAL

The American owner of Damen Yachting's latest Yacht Support vessel plans a multi-year world tour on the aptly named exploration platform *Five Oceans*



Launched in Antalya, Turkey and sporting blue and orange livery, the 175ft *Five Oceans* is the second in Damen Yachting's Yacht Support 53 series (after *Bad Company*). An evolution of a commercial platform by Damen, the Yacht Support is more tool than luxury yacht. For this owner, it is perfect for ocean exploration. "You can sleep on it, fly off of it and move it. For us, the Yacht Support is a platform that enables us to do incredible things," owner Tommy Allen, the founder and director of Five Oceans Global Solutions, says.

The organization partners with institutions such as the Explorers Club to encourage the next generation to discover the ocean and its ecosystems. This Yacht Support 53 has space for eight guests and 10 crew, plus tools for under- and above-water exploration, such as a Triton sub and Icon A5 airplane. *damenyachting.com*

PHOTOGRAPHY: TOM VAN OOSSANEN

EDITED BY Cecile Gauert

NEWS

New flagships from Azimut and Bering Yachts / a 460ft trimaran concept/ the new *Kismet*'s charter amenities revealed / happy birthday to Viking



Beauty queen

Mangusta has delivered the newest GranSport 54 featuring a newly designed top deck and hardtop for increased interior space. Her name, *She is a 10 Too*, derives from owner Carolyn Aronson's beauty empire and haircare product line. Aronson (*see our 2021 interview*) dove into yacht ownership with the purchase of a 164ft Bannenberg-designed Oceanfast. She is a bit of a speed junky, she said, and the 177ft GranSport topped 30 knots in sea trials; she has transatlantic range too. The yacht's knack for speed is reflected in the sporty exterior by Alberto Mancini. A spacious interior with six cabins fits within the sub-500GT limit. A party held at Pier 66 in Fort Lauderdale greeted the arrival of *She is a 10 Too* in April. *mangustayachts.com*





A large Jacuzzi was a must for the owner, who looked at many yards before selecting Mangusta

PHOTOGRAPHY: OVERMARINE GROUP PHOTO ARCHIVE; MASSIMO VITALI; JEFF BROWN/BREED MEDIA





Powerful moves

The 197ft, fast and full-custom *Ultra G* (*above*) has left the Heesen shipyard following her sale earlier this year. Frank Laupman of Omega Architects drew inspiration from two previous sportfishing models built by Heesen for this special project. Omega also designed the exterior of 186ft Project Akira (*left*). Based on a Fast Displacement Hull Form and with a 22-knot top speed, the high-volume aluminum yacht with a 7ft 5in draft (half load) is the first of a new series. Her customized interior is by Harrison Eidsgaard. *heesenyachts.com*

Pickup and Go

The first of a new series by Italian yard Tankoa, the T450 GO, has been floated in Genoa, Italy. With custom touches for her American owner represented by the Italian Yacht Group, a gross tonnage of 450GT and an LOA of 148ft, the yacht is based on the original concept by Giorgio Cassetta. *tankoa.it*





BOAT Design & Innovation Awards

Nominations for next year's awards are now open. Presented at the Superyacht Design Festival in Kitzbühel, Austria, they acknowledge everything from the naval architecture, styling, innovation and engineering of today's best yachts, to the changing demands of owners and an increased portfolio of technology. To find out more, visit *boatint.com/luxuryevents*

Westport Yachts has started building three of its new generation 135ft yachts (an extended version of the W125) with an SCR system and expanded lower cabin space. "The enhanced 135|41m model reflects our dedication to innovation, sustainability and delivering unparalleled experiences for our discerning clientele," Westport president Daryl Wakefield says. *westportyachts.com*

SPOTLIGHT NEW TO THE MARKET

Listings by NICK JEFFERY



NEW SECRET
€109,000,000
The 243ft Tim Heywood design was built in 2017 by Amels with an interior by Winch Design. Her 1,790GT volume boasts a big spa and a 26ft pool. For sale with **Burgess**.



GLOBAL
€79,000,000
The 2007 243ft Lürssen designed by Espen Øino and Reymond Langton is for sale with **IYC**. Refitted in 2024, she has a beach club with sauna, a nightclub and a cinema.



DAR
€208,000,000
Designed by Luiz de Basto, the 295ft, 2018 Oceanco is offered by **Large Yacht Corp**. Her interior by Nuvolari Lenard has an elevator that serves all decks.



FRIENDSHIP
€14,750,000
Delivered in 2000 to a design by The A Group, the 174ft Oceanco is for sale with **Camberley International** and **Merle Wood & Associates**. She was last refitted in 2022.



W
€49,950,000
Bannenberg & Rowell is the designer and **Edmiston** is the broker for the 2013, 190ft Feadship that underwent an 11-month refit, emerging with a gleaming silver hull.





The trimaran has a 21-knot top speed and 7,500nm-plus range

Fotiadis/Lateral

From Theodoros Fotiadis and Lateral Naval Architects comes this 460ft trimaran offering twice the usable volume of a 360ft monohull with 20 percent less power demand. Sponsons expand the beam to 75ft and can be used for future fuels, such as methanol. *lateral.engineering*



CONCEPTS

Below: Mission juxtaposes a sophisticated interior with a rugged exterior

ICON YACHTS

Icon Yachts has offered a look inside its 210ft expedition yacht concept Mission. Miami-based Carla Guilhem is behind the interior design, and her softer, feminine style was "deliberately chosen to balance [the yacht's] rugged, hard-edged exterior." *iconyachts.eu*







Dockwalk's new look

BOAT US's sister publication for captains and crew, *Dockwalk* magazine, unveiled its new look at the Palm Beach International Boat Show. "The first issue of *Dockwalk* was a broadsheet-style newspaper printed on peach-colored paper in 1998. The industry has come a long way since then, and so have we," editor Holly Overton says. The new-era *Dockwalk* is smaller in size, making it more portable, "but still packed with career advice, tips for getting ahead and tales of crew adventures around the world." *dockwalk.com*

27,000

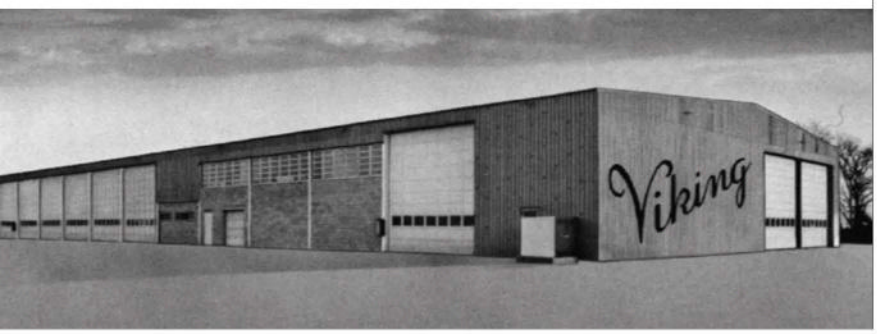
Distance, in nautical miles, that participants in the Oyster Rally cover

PHOTOGRAPHY: T FOTIADIS DESIGN; COURTESY OF VIKING YACHTS



Viking turns 60

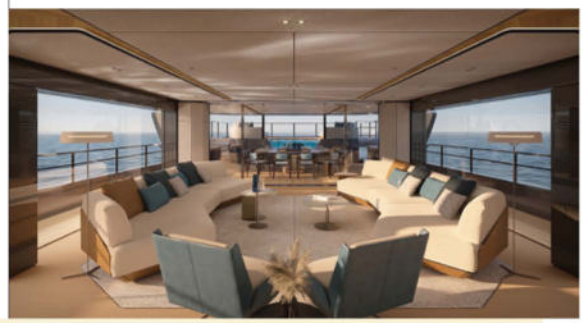
On April Fool's Day 1964, brothers Bill and Bob Healey made a decision that was no joke, launching a company that became a powerhouse in the sportfishing boat world. To mark the occasion, Bill's son, CEO Pat Healey, unveiled the new Viking 82C. She'll be at the Fort Lauderdale boat show next October. *vikingyachts.com*





Flagship flies off shelves

Music, light, smoke and an aperitivo greeted the public unveiling of Azimut's new flagship at the Palm Beach International Boat Show in March. The 144ft yacht certainly lives up to its moniker of "Grande" with a beach club, infinity pool and an owner's deck. Big things are evidently in store for the Grande 44 – Azimut reported five already sold at the public unveiling. Built in composite with a design by Alberto Mancini and M2 Atelier for the inside, this flagship represents a "new era" for Azimut, CEO Marco Valle said. *azimutyachts.com*



BOAT BRIEFING

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SPOTLIGHT SERIOUSLY FOR SALE



MUCHOS MAS
€24,499,000
T he 144ft Crescent, designed by Jonathan Quinn Barnett, has had a $4,000,000 price drop by **Burgess**. The main deck owner's suite sports a two-person Vichy shower.



PREDATOR
€69,000,000
The 2008 reverse-bow 239ft Feadship has a Bannenberg & Rowell interior. She is lying in Turkey with €10,000,000 knocked off by **SuperYachtsMonaco**.



SEA HUNTRESS
€26,750,000
A soon-to-be classic, this 1997 Feadship was refitted in 2020. The 180ft Terence Disdale design has been reduced by €3,000,000 by **Camper & Nicholsons**.



SEAGULL MRD
€27,900,000
IYC dropped the 164ft Benetti's price by €1,100,000. Delivered in 2020, the 440GT yacht has a top speed of 16 knots and a colorful interior.



RUYA
€15,750,000
Burgess has taken €2,245,000 off the 2016 138ft Alia Yachts. Winner of a World Superyacht Awards Neptune, she is designed by Sam Sorgiovanni.



Bering to the bone

That's how the yard describes it new flagship model, the B165. Still rugged, capable and easy-going in terms of lifestyle, this new explorer adds a "luxury twist," which includes a 750-square-foot owner's deck. Exterior designer Valentin Design describes the 164ft explorer as "a true crossover, where usability and practicability combine with an elegant, experience-driven design." *beringyachts.com*



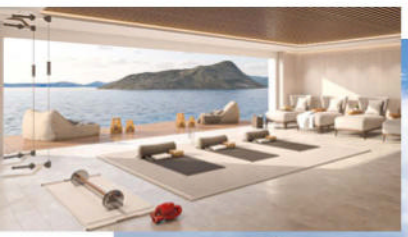
Maserati is ready to unveil its first boat, and it is electric. Working closely with Vita Power, Hodgdon Yachts has built the first 34ft Maserati Tridente in Maine. Expected top speed is 40 knots (cruising at 25 knots).



Book of the Month

SECRET STAYS

This richly illustrated coffee table book combines compelling photography with insightful storytelling to explore how modern travel and the concept of the traditional hotel have shifted. It's the perfect inspiration for your next authentic adventure. *$105, assouline.com*



Damen's new explorer shows range

Damen Yachting unveiled its newest addition to its Xplorer range (formerly SeaXplorer) in Palm Beach with plenty of options. The 262ft ship with 40-day autonomy designed with Azure Yacht Design is also available with designs by Harrison Eidsgaard and Espen Øino. The Manhattan loft-inspired interior concept is by Harrison Eidsgaard, but more options exist from Winch Design and Reymond Langton Design. Damen also developed various deck configurations. *damenyachting.com*

Fresh juice included

Cecil Wright, charter broker for the €3,000,000-per-week *Kismet*, has revealed a few details to whet potential charterers' appetite. The new 400ft superyacht, built by Lürssen with Nuvolari Lenard exterior and Reymond Langton interior, will have fireplaces, a cinema and a Balinese-inspired spa with a waterfall shower and chromotherapy bathtub, plus a juice bar. *cecilwright.com*



PHOTOGRAPHY: ATUL PRATAP CHAUHAN; DAMEN YACHTING; BERING YACHTS

Migration patterns

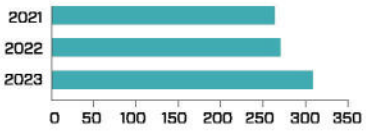
With recent conflict in the southern Red Sea, *Gabrielle Lazaridis* looks at where many superyachts are choosing to go instead



Cargo ship Rubymar *was attacked in the Red Sea in early March. Below: dive spot Fjord Bay in Egypt*

INCREASE IN ATLANTIC SUPERYACHT TRAFFIC

Number of superyachts transiting from the Med to the Caribbean (Sep-Dec):



-71%

Percentage change in superyacht traffic in the southern Red Sea (Jan-Mar 2023 vs Jan-Mar 2024)

The superyacht sector is generally subject to a couple of guiding principles: no heels on teak, and – perhaps most importantly for owners and charterers – summers belong to the Mediterranean and winters to the Caribbean.

Or at least, the last of these used to be a given. There has recently been a move to more adventurous cruising destinations. Exclusive data supplied to BOATPro from MYBA The Worldwide Yachting Association showed a decline in charter bookings in the Bahamas last season (likely fueled by a recent tax hike), while demand in areas such as the Middle East and Indonesia grew rapidly between winter 2019/20 and 2022/23.

But the re-emergence of armed conflict in the southern Red Sea now threatens to restrict the fleet's movements beyond the Med. Since November 2023 there has been a spate of attacks on commercial ships near the Gulf of Aden, which, understandably, has deterred private yachts from passing through the area to reach the Indian and Pacific Oceans.

Data from BOATPro indicates yacht traffic in the southern Red Sea (below Saudi Arabia) fell by almost 71 percent in the first three months of 2024 compared to the same period a year ago. For context, the number of superyachts in the northern Red Sea declined by 15 percent.

Bob Giles, owner of the 96ft Nordhavn explorer *VivieRae II*, expects that without yachts having the ability to move through the Suez Canal, the Western and Eastern hemispheres will likely experience a more pronounced separation until the risk has subsided, as he says the other connecting routes can be seen as too arduous, time-consuming or fuel-intensive.

"It's a pity," Ferretti Group CCO Stefano de Vivo says of the possible decline in yacht traffic over the coming winter. "I always try to encourage clients to go explore more remote destinations, such as in Thailand or the Maldives, because if we manage to create more sailing grounds, we can expand the yachting market and also create a longer cruising season." De Vivo expects this growth to be stunted in the short to medium term.

The alternative is a return to more traditional travel patterns. In the final four months of 2023, BOATPro's Global Fleet Tracker registered a 14 percent increase in yachts transiting the Atlantic (to the Caribbean) over the previous year. Compared to only a three percent rise between 2021 and 2022, this suggests a widespread return to the time-tested formula of Med summers and Caribbean winters. ▫



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SCAN ME



Destry Darr Pethtel, Adam Voorhees and Daniel Nerhagen



MEETING OF CREATIVE MINDS

Bringing together designers and suppliers, the first BOAT Connect event in the US took place during the Palm Beach boat show

Above: Mauricio Duran, Robert Graziano and Stefano Luppi. Below: Sébastien Gey, Matthieu Zuretti, Cecile Gauert and Marissa Murphy



James Horsfall, Neal Jones and Leif Hvide

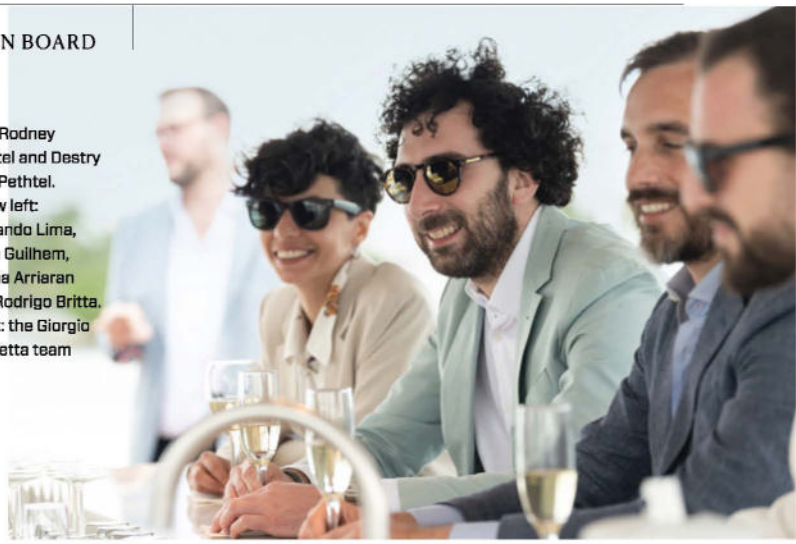




Anco Kok and Roelfien Vos





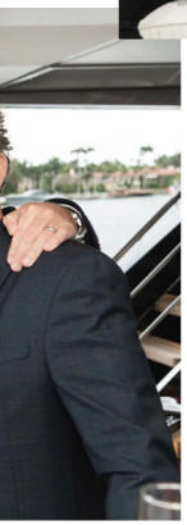


Left: Rodney Pethtel and Destry Darr Pethtel. Below left: Fernando Lima, Carla Guilhem, Mirtha Arrieran and Rodrigo Britta. Right: the Giorgio Cassetta team



"Thank you for this great opportunity, it was a really well-organized event. We look forward to keeping up the networking and working together"

FERNANDO LIMA

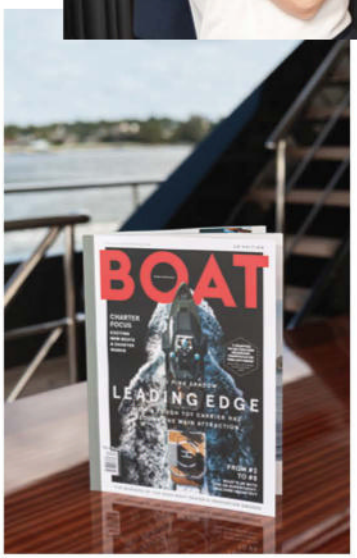




Jane Smith, Mary Monell Masri and Neal Jones



Daniel Narhagen and Jonny Horsfield





The networking event took place on board the new Ocean Alexander 35P

With special thanks to 6ix Project Development, artefacto, Cosentino, Florense, Neal Jones, Opustone and Pioneer Linens

PUTTING MAGIC TO THE TEST

With time marching on to the Louis Vuitton Cup's August kickoff, *Terry Hutchinson* lifts the curtain on recent activities at the American Magic base in Barcelona

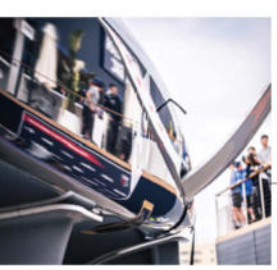




Barcelona is buzzing with America's Cup 37 activity. Every day the sign in the Barcelona Fan Zone is a great reminder of when the rubber will meet the road. Alinghi Red Bull Racing, Emirates Team New Zealand and Luna Rossa Prada Pirelli have all unveiled their race yachts.

At NYYC American Magic, we have recently taken delivery of our third-generation AC75-class yacht – a quick airfreight delivery via TF Green Airport in Providence, Rhode Island, to Barcelona. The perfectly executed operation was a direct 60-hour trip, from the time the boat was loaded to its arrival at our base. With a rig spanning 84ft and an all-up racing weight of seven tons, the AC75 is nothing short of an engineering wonder. Capable of 55 knots of boat speed, a constant upwind speed of 35 knots and a 45-knot speed downwind, it's not for the faint at heart.

The subtleties of racing the boat rely on an afterguard of four, 2012 Laser Olympic gold medalist Tom Slingsby (helmsman)/Michael Menninger (trimmer, flight control) on the starboard side and 2008 Laser Olympic gold medalist Paul Goodison (helmsman)/Andrew Campbell (trimmer, flight control) on the port side. It's powered both by batteries for foil actuation and four human cyclors generating the hydraulic pressure required to actuate sail and mast functions. Like the boat speed generated, the athletic side of an AC75 is never seen in the sport of sailing. The American Magic power plant – they call themselves the "power plant" as truly the boat won't sail without their effort – consists of 10 cyclors total to support the four spots on board. They are a combination of rowers (Stanford/Harvard engineering graduates), professional cyclists, swimmers and grinders who transitioned into cyclors. For the past 18 months, these athletes have been developing the strength and endurance to do two races a day for eight weeks. We know the energy requirements for the yacht. In the gym, we know what the guys can produce. Having a system inside the yacht that achieves consistent performance is a tricky balance.



We get support from team partners Harken and Parker. They look at our sailing challenge through a lens of reliability and performance, providing engineering know-how to develop friction-free systems and implementing lessons learned from the aviation industry in reliable hydraulic cylinders. These great American companies are up for the challenge.

The calendar for America's Cup 37 begins on August 21 with a test event pitting all six teams on the water for a four-day round-robin match. With the Louis Vuitton Cup challenger series starting August 29, we all know it is no pre-season event. Identifying the strengths and weaknesses of your boat against the competitors must happen quickly. The time and ability to change anything are limited and our capacity to react to the competitors will have to be efficient. Understanding if it is "a right now" response, or compensation requiring a change in race strategy to overcome any deficits, will be up to the coach and designers.

The Louis Vuitton schedule goes to October 7. America's Cup 37 starts October 12. The first to win seven races will be awarded the America's Cup. I don't really contemplate that moment. ▫



Top left: NYYC American Magic's AC40 competing in the preliminary regatta in Jeddah in December. Top, center: Terry Hutchinson. Left: unveiling the team's third-generation AC75 in Barcelona



NYYC American Magic's AC75 was flown to Barcelona from Rhode Island

PHOTOGRAPHY: AMALIA INFANTE/2014; KATRINA ZOE NORBOM; STUDIO BORLENGHI

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ON BOARD Edit

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ENTOURAGE

This 197ft Amels has a hybrid propulsion system with a shaft generator and battery bank, which eliminates the use of generators on long passages and only uses the main engines to supply electric power to the yacht, significantly reducing emissions. "One charter client thought his fuel bill was a mistake," charter broker Travis Motta says. *From $435,000/week, moranyachts.com*







EMOCEAN

This Rosetti Explorer 38 consumes just 15 gallons of fuel per hour, which means it can hop from Europe to South America on one tank of diesel. The interior uses natural, sustainable and renewable materials, while an electricity-management system automatically switches off outlets when not in use. *From $160,000/week, camperandnicholsons.com*

SAVANNAH

As Feadships go, 274ft *Savannah* is special. She became one of the world's first diesel-electric superyachts when launched in 2015, and the efficient hull and propulsion setup provides fuel savings of up to 30 percent compared to other yachts in her class. All this means quieter cruising for the eco-minded, yet with a top speed of 17 knots. *From €1,200,000/week, edmiston.com*

WHEELS

All waste on this 247ft Oceanco is fully recycled at shoreside facilities and the crew exclusively uses environmentally friendly and biodegradable cleaning products. In 2023, diesel particle filters were installed on all generators, while every bunker of fuel is offset as part of *Wheels*' certified Yacht Carbon Offset program. *From $846,000/week, fraseryachts.com*





LAMMOUCHE

This 144ft Sanlorenzo is the only charter yacht on the market to run on biofuel. Cristal Power XTL 100 is a 100 percent renewable hydrotreated vegetable oil product that cuts CO_2 emissions by up to 90 percent and toxic particulates by 80 percent. *Lammouche* also has water purifiers on board to cut the use of plastic bottles. *From €182,000/week, burgessyachts.com*

WORDS JULIA ZALTZMAN

PHOTOGRAPHY: BURGESS: JEFF BROWN/BREED MEDIA; GUILLAUME PLISSON; COURTESY EDMISTON; ALBERTO COCCHI

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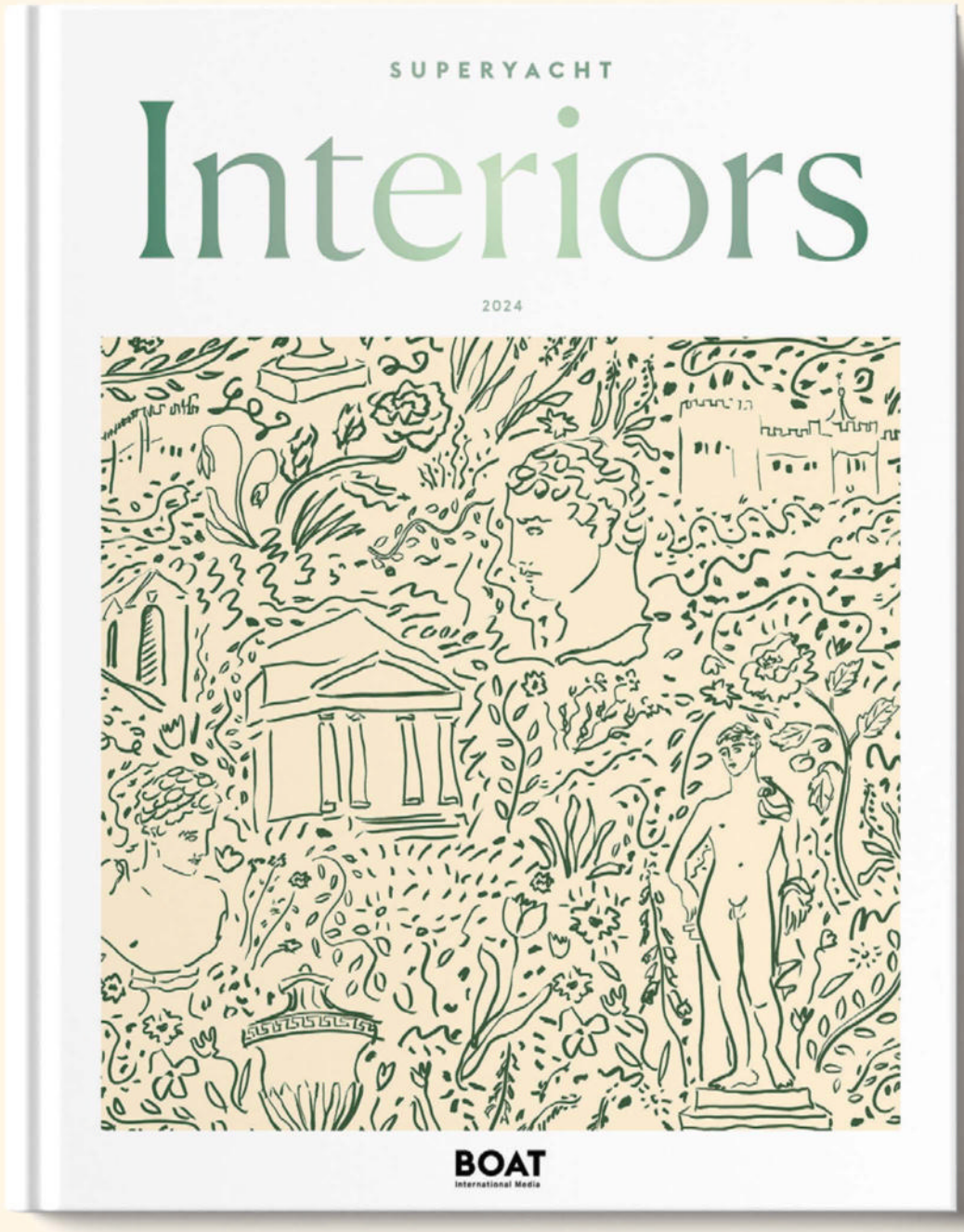


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A BRIGHTER FUTURE

The latest in sustainable luxury, from reclaimed-gold jewelry to eco homes in the Caribbean



Dirk van der Kooij's Tol lights are named after the Dutch word for spinning top. Crafted from recycled plastic and brass, each is designed to create "levitating bands" of a golden hue. From €2,800, dirkvanderkooij.com

EDITED BY Belle Rice

The greater goods

Belle Rice's top picks for products with both style and sustainability



Shore Studios

If you're after custom deck furniture that's also good for the environment, the team at Shore Studios is on hand. Crafting soft sofas, sunbeds and more from high-performance silicone cord, the hand-woven designs can be fully customized in a bright array of colors and gradients. The innovative Shore designers are also behind the first-ever ergonomic rugs, which give your feet a unique massaging experience when you step on one. *shore-studios.com*



Mono Skincare

Inspired by the fact that 75 percent of consumers don't finish cosmetic bottles, Mono's idea of "fill, use, repeat" offers a science-backed routine in which you add a tablet to water in a refillable bottle to create the ideal formula to cleanse, tone and moisturize. All ingredients are natural, organic and clean. *monoskincare.com*



Bentley Home

Cleverly crafted from paper pulp with a finish that perfectly replicates gleaming black marble, Federico Peri's Thames coffee table is created from "paper marble" for Bentley Home, in collaboration with innovative Italian company Paper Factor. The quintessential car marque's interiors collection is overseen by creative director Monique Zappalà, with strong lines, curves and contoured shapes paying homage to the iconic vehicles themselves. *luxurylivinggroup.com*



Antler

A part of Antler's Icon collection celebrating the brand's 110 years in travel, the Soft Stripe suitcase is its lightest design yet. Available in four sizes and made from 100 percent recycled materials both on the inside and out, the soft shell outer means it is lightweight yet expands so you can pack more for your journey. *antler.com*

Rubelli

Under the creative direction of Milanese design studio Formafantasma, Rubelli's Kieffer collection is made using fibers with organic tones and textures such as linens, cotton, wool and mohair. Each is made in the most eco-friendly way possible, including minimal water use. *kieffertextiles.com*





E.L.V. Denim

Fashion stylist Anna Foster's casualwear label E.L.V. creates men's and womenswear from upcycled denim and a cotton collection from hotel textiles, giving new life to fabrics. Championing slow fashion and superlative craftsmanship, the brand's mission is to "transform loss into luxury." For the perfect fit, its bespoke service allows you to order denim personally tailored for your body type. *elvdenim.com*



Paper London

The womenswear brand's feminine silhouettes are cut from sustainably sourced and eco-friendly fabrics in family-run ethical factories to create clothing that's made to last. Even better, any unsold pieces go to a women's charity, both helping those in need and avoiding materials going to landfill. *paperlondon.com*

PHOTOGRAPHY: SARAH DORWEILER ON UNSPLASH; JEROME MAAS; RUBELLI SPA; MILAD FAKURIAN ON UNSPLASH; BERNARD HERMANT ON UNSPLASH ; SARAH DORWEILER ON UNSPLASH





The Phinda Forest Lodge's library and one of its 16 guest lodges (left)

Game on

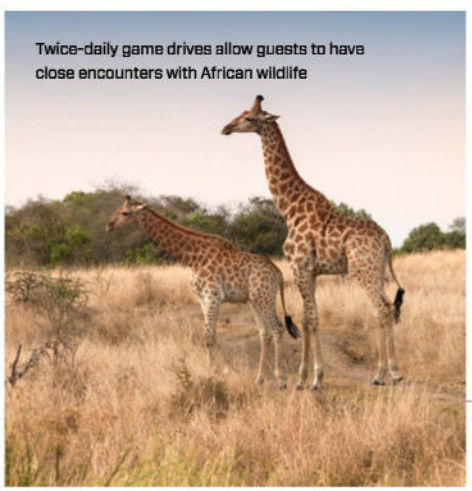
Low-impact ecotourism is the future, as envisioned by Phinda Forest Lodge, says *Belle Rice*

South Africa is home to so many of the world's most luxurious and exclusive safari lodges that you might think you've seen it all. Enter the newly refurbished Phinda Forest Lodge from experiential enterprise &Beyond, which thoughtfully integrates luxurious surroundings within the heart of the forests and plains of KwaZulu-Natal.

A four-hour drive north from Durban, Phinda Private Game Reserve is the setting for the lodge. Sitting on the 74,000-acre Munyawana Conservancy, it has a unique "sand forest" ecosystem that can only be found here, in parts of the Amazon basin and in Malaysia. It's believed to have been formed from fragments of coastal dunes that were separated from the ocean over millions of years as water levels and shorelines gradually moved, leaving a dusty layer of sand across dense portions of forest. This patch of land is the natural habitat of rarely seen plants and animals such as the red duiker and the suni antelope and more than 436 species of bird.

Of the 5,000 acres of sand forest that remain across the globe, nearly 2,000 of them are found at Phinda. The Africa Foundation – a sister charity to the Ocean Family Foundation – is working to conserve this ecosystem as part of its mission to protect wildlife and conservation areas throughout Southern and East Africa. The organization is underpinned by Nelson Mandela's approach to protecting the environment, with the belief that "conservation is about people. If you don't have sustainable development around these parks, then people will have no interest in them, and the parks will not survive." This philosophy works perfectly at Phinda, where the Africa Foundation has partnered with &Beyond for 25 years. The organizations work hand-in-hand to protect the species that live there, rehabilitating the land and reintroducing animals such as the lion and cheetah that had disappeared from the landscape decades ago when Phinda was used as a commercial agricultural site. The community-driven focus also means that the Africa Foundation works not only in land sustainability, but also with nearby villages, where it has assisted in creating a primary school, medical clinic and Phinda's Stars in Training Program. This initiative prepares men and women from the surrounding areas to join &Beyond and work as guides on safari, or join the catering and housekeeping departments.

The local population isn't the only beneficiaries, guests at Phinda Forest Lodge are encouraged to get involved with the conservation programs. Alongside twice-daily game drives – where visitors can spot at least one of the Big Five on an almost everyday basis – they can also participate in conservation projects when they're taking place, including rhino ear notching, dehorning elephants and cheetah and lion collaring. &Beyond and the Africa Foundation also work together on the privately guided pangolin research and monitoring initiative to protect the secretive mammals, which have become one of the world's most trafficked animals.



Twice-daily game drives allow guests to have close encounters with African wildlife

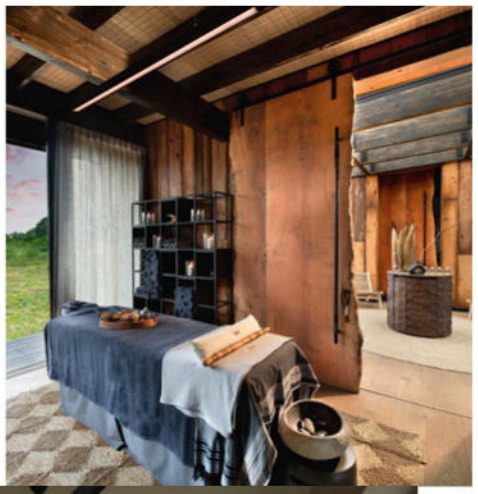
PHOTOGRAPHY: ANDBEYOND





You can spot at least one of the Big Five on an almost everyday basis

Conservation efforts have brought lions back to the area, which had been intensely farmed. Right: the wellness spa; bottom: the two-bedroom family suite



There's no need for concerns about the experience being too rough and ready though, for while guests are encouraged to join in as much as they want, the lodge's newly refurbished accommodations and facilities offer a top-of-the-range luxury stay. The 16 spacious lodges are built on stilts with floor-to-ceiling windows, meaning guests can spot deer, baboons and the occasional hyena wandering through the forest from the comfort of their large, comfortable beds. The lodges and the main buildings, including the spa, gym and gallery, are designed with a "Zulu-Zen" aesthetic, with darker woods and Lebombo wattle fire pits blending the buildings into the forest's natural canopy.

Guests have their own butlers who remember all the finer details, such as drinks preferences, dietary requirements and more. It's the little touches thoughtfully curated by the hotel team that make the most impact – for instance, helping younger guests make molds of lion tracks and organizing trips to nearby Zulu villages and artisan markets. Mealtimes, while casual and relaxed, are special affairs, including a bush dinner and a fire-lit pan-African al fresco banquet under the stars.

For those missing the sea breeze, Phinda runs trips to nearby Sodwana Bay to see humpback whales and dolphins, snorkel at protected marine reserve Jesser Point or enjoy seasonal turtle nesting adventures.

Setting the tone for the future, this is surely just the beginning as Phinda leads others will follow in recreating this environmentally and community-conscious model, which refuses to compromise on luxury. *andbeyond.com*





The 65 private residences at the Four Seasons Peninsula Papagayo in Costa Rica are all powered by renewable energy

The good life

The latest hot properties are all about striving to keep the climate cool, says *Ruth Bloomfield*

In the past, when house-hunters went shopping for a seafront home their key considerations were usually its location and views. Today, a new concern has been added to their wish lists: sustainability.

There is a natural synergy between coastal living and a desire to protect the environment. Buyers who plan to spend much of their time in nature will automatically want to protect their surroundings, and coastal locations are at the front line of challenges such as rising sea levels and extreme weather events, which are inspiring increasingly strict building regulations. As a result, a new generation of energy efficient coastal homes is emerging, built from local materials and fitted with water-harvesting systems, solar panels and wind turbines.

Buyers of newly built residences in St Barths in the Caribbean will find themselves the owners of eco-homes by default. "We are a small island, and we have to produce everything ourselves in quite a small space," Zarek Honneysett, partner and CEO of Sibarth Real Estate, an affiliate of Christie's International Real Estate, says.

To preserve resources, the island's government now insists that all new homes are built with subterranean tanks to collect and recycle water, taking pressure off the island's desalination plant. For the same reason new homes must also include solar panels in order to produce energy.

Simultaneously, over the past few years Honneysett has noticed buyers asking more and more questions about the sustainability of properties, perhaps because climate change issues like rising sea levels and hurricanes are particularly acute in the Caribbean.







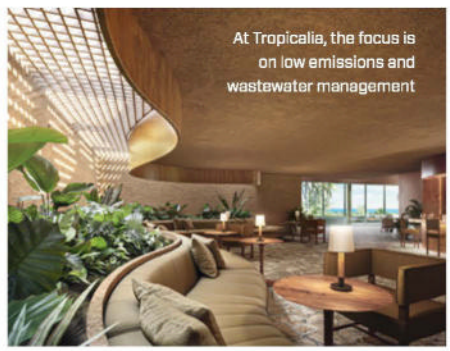
"It is a new discussion we are having with buyers," he says. "Islands are connected to nature, and I think people who come here do really care."

Sustainability is also becoming a key selling point in resort developments. Four Seasons has sold all 65 energy-efficient homes at its private residences on Peninsula Papagayo in Costa Rica. The entire site is powered by renewable energy, and single-use plastics have been eliminated. The attention to detail here is impressive, with security staff trained to protect turtle nesting sites among other initiatives.

A similar approach is being taken at the 60-acre Four Seasons Resort Dominican Republic at Tropicalia, due to open in early 2026. It includes 25 sustainably built private residences, designed for low emissions and wastewater management.

In the US, Rory McMullen of Savills' private office helps top-end buyers purchase homes on the East and West Coasts. He finds that buyers are willing to take a risk on real estate even in vulnerable areas. "These places do tend to be extremely beautiful," he says.

A recent study by Professor Matthew Spiegel of Yale University analyzed the impact of climate change on real estate prices and came to the same conclusion. His research found that sale prices in high-risk locations have not fallen as a result of devastating weather events or rising sea waters.



At Tropicalia, the focus is on low emissions and wastewater management

"The new generation is concerned about its carbon footprint. If you can make a change, even small, it's good"

McMullen agrees with Honneysett that building regulations are tightening up. And, he adds, the resulting low-carbon homes are a particularly big hit with younger buyers who are willing to absorb the cost of building an eco property.

"I think it all depends on what era you were brought up in," he says. "The new generation of wealth that is coming through is concerned about its carbon footprint. If you can make a change, even in a small way, it is a good thing." ▫

ON THE MARKET



R24.5 MILLION
Set on a private estate near Knysna on South Africa's Western Cape, this four-bedroom home is powered by wind and solar power and heat pump. The swimming pool in the garden is also solar-powered. *savills.com*



POA
This off-grid six-bedroom villa overlooking St Barth's Petit Cul de Sac beach is powered by solar panels and a generator, and water is supplied by underground water tanks. There's a pool in its 1.4-acre gardens. *sibarthrealestate.com*



€8 MILLION
A dramatic grand design of a house set on the rugged Howth Peninsula, just north of Dublin, Ireland, with panoramic views of the Irish Sea. The five-bedroom, 3,660 sq ft home is clad in local stone, and its roof in sustainable, corrosion-resistant zinc. *sherryfitz.ie*

THE AGENDA

Your inside guide to the hottest tickets around the world this month. By *Belle Rice*



ILLUSTRATION
KATE MILLER

MAY



Exquisite jewelry from the new David Morris Riviera collection

DAVID MORRIS

Heading to Europe soon? Now's the time to update your jewelry collection, and David Morris's newly launched Riviera offering is just the ticket. Check out the full range at his boutiques in London and Paris (or in Dubai, if going further afield). *davidmorris.com*



MAY

SOUTHAMPTON SOCIAL CLUB

If you're hitting the Hamptons this summer and playing host to a few night owls, book your tables now at Southampton Social Club. Reopened in early May, the restaurant at this seasonal favorite turns into a DJ-hosted dance floor after hours, while the beach-inspired cabanas outside offer the perfect spot for bottle service and people watching. *southamptonsocialclub.com*



THE FRENCH OPEN, PARIS

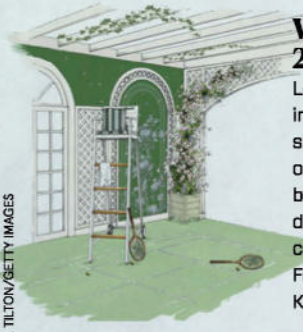
Tennis greats and younger upstarts will take to the courts at the Stade Roland-Garros. The tickets to go for? The Loge Prestige, with box seats behind the players' bench, gourmet catering and a valet service. *rolandgarros.com*



POETRY OF TIME BY VAN CLEEF & ARPELS, LONDON

Demonstrating the history of the maison's watchmaking, this retrospective at Cromwell Place will showcase a selection of one-of-a-kind pieces, with diverse inspirations such as astronomy, nature, fairies, ballerinas, couture and love stories. Guests can get involved with a range of interactive displays and live demonstrations carried out by master artisans from workshops in Geneva. *vancleefarpels.com*





WOW!HOUSE 2024, LONDON

Looking for interiors inspiration? This annual event showcases 19 rooms and outdoor spaces, all decorated by some of the world's biggest designers. Among this year's contributors are Benedict Foley, Alidad, Ken Fulk and Katharine Pooley. *dcch.co.uk*

JUN 7-9

Drivers make 70 laps of the 2.7-mile Circuit Gilles-Villeneuve



FORMULA 1: THE CANADIAN GRAND PRIX, MONTREAL

Don't know which package to choose for the ninth round of the World Championships? The Legend 3 Days offers pit lane walks, paddock passes and podium access for the winner's celebrations. *formula1.com*

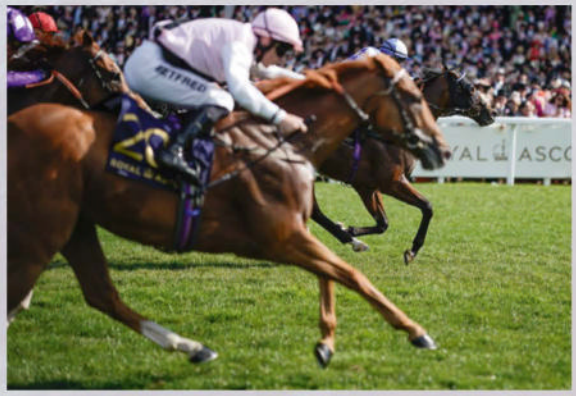


TRIBECA FESTIVAL, NEW YORK

Feature films, television shows, video games and shorts are all on the line-up for the 23rd annual festival in Lower Manhattan. Get early access tickets with the Z Pass packages, which offer reserved seating at screenings, plus special events access on opening and closing nights. *tribecafilm.com*

ROYAL ASCOT, UK

Top hats at the ready for the world's premier flat racing event. A mix of famous faces and royals from around the globe can be seen in their finery, with the £1m Queen Elizabeth II Jubilee Stakes rounding off the week as the Saturday finale. *ascot.com*



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BOAT LIFE Edit

HANDMADE LAMPSHADES





Foris cotton linen Tilia lampshade in verdure, $632, houseofhackney.com

Bonbon 500 lampshade by Ana Kraš, from $798, mohd.it



Rattan Pendant Shade, £275, birdlefortescue.co.uk



Tiffany Wave lampshade in cornflower blue tent stripe, from $450, beauvamp.com





Gathered Bedwyn lampshade in red rabanna, $300 (10-inch), fermoie.com



Rosie Gore hand-painted Coolie lampshade, $140, glassette.com



PHOTOGRAPHY: GETTY IMAGES

EDITED BY Belle Rice



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La Perla, *the 130ft former Norwegian fishing vessel transformed into a charter yacht by Luka Bubalo*

PHOTOGRAPHY: COURTESY OF OWNER; IYC

THIS MONTH: obsession becomes reality for Luka Bubalo / European adventures for *Asteria* and *King Benji* / the self-styled Burger King

BERMUDA TOURISM AUTHORITY Official partner of the Owners' Club

EDITED BY Charlotte Hogarth-Jones





ON BOARD WITH

Luka Bubalo

The Croatian businessman tells *Charlotte Hogarth-Jones* all about his epic transformation of a 131ft former fishing vessel into *La Perla*

Today, *La Perla* owner Luka Bubalo is a man of many interests. He loves cycling, basketball, running, skiing, surfing, Nordic walking... and if all that sounds implausibly healthy, he also has a soft spot for an exceptional bottle of red.

It wasn't always thus. At one stage, "I was a very boring guy!" he laughs, in his typical self-effacing manner. While his university friends were out flirting, drinking and partying, "all I wanted to do was talk about yachts," he recalls. "Whenever I had a gap between exams I was down at the marina."

Bubalo grew up in the historic town of Split, the largest coastal city in Croatia, whose center is a UNESCO World Heritage Site. Living so close to the country's famously beautiful waters, and with a family holiday home in a small bay near Rogoznica on the Dalmatian Coast, he spent his childhood years messing around on the sea – including on board various small motor yachts that his family occasionally chartered – "just dreaming of having a big one..."

And yet, for aspirational teenagers looking to fuel their yachting passion, there was not a lot to go off of at that time. It was an age before the internet – or at least, before it was readily available – but that didn't stop Bubalo from pursuing his dream.



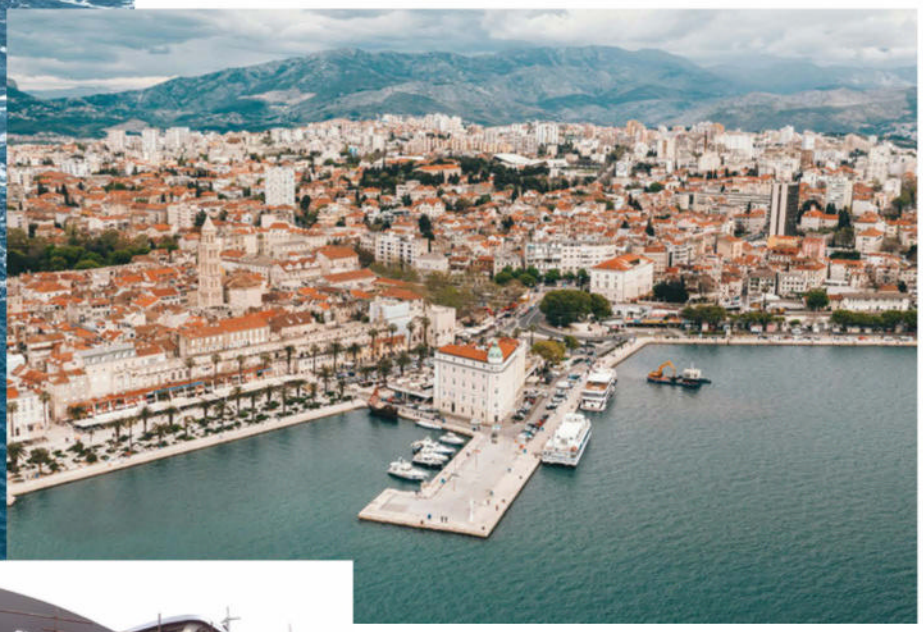
An opportunity to buy a former Norwegian fishing vessel and refit it for charter was too good to pass up. After exterior and interior refits in 2019 and 2023, charter bookings have reached 35 a year

"I used to write to magazines all the time," he says, "including *BOAT International*, sticking small pictures on my letters and asking them all about yacht building or bits of equipment." They would sometimes reply, offering up valuable nuggets of advice.

Meanwhile, his family business provided plentiful opportunities for research. His parents imported fine foods, such as Parmesan cheese, milk and meats, from countries in Europe including Italy, Austria and Slovenia. He grabbed every opportunity he could to conduct business trips abroad, exploring the marinas while in town. Amels, Benetti and Royal Huisman yachts ranked as his favorites, and he'd frequently walk the dock, asking owners if he could come on board.

"I don't know why they said yes," he laughs. "I think they saw my passion and liked that I was honest. One of them was one of the most powerful businessmen in Croatia, and I told him, 'One day I'm going to build a similar yacht, can I come in and see the lights?' He said,







"My parents taught me, if you don't know something, you need to learn from the best"



'Come in,' and soon I was writing down in my notebook all the details, different engineering solutions..."

It might sound absurd in retrospect, but Bubalo's notebook of suppliers later stood him in good stead – after all, there's no substitute for seeing things up close and personal, rather than via your MacBook screen. "I was deeply focused on quality," he recalls. "That was what was most important to me."

As Bubalo entered the final year of his economics degree, a fortuitous opportunity came up. His father was given the chance to buy a former fishing vessel from Norway, from a company that had suddenly gone into administration.

"It had a strong hull structure, which was great for the Adriatic Sea, but aside from that we needed to completely rebuild her," Bubalo says.

The offer was too good to turn down, so Bubalo and his father bought the yacht, while Bubalo opened his own company in order to manage the project. "I felt secure having family support, but I handled it all by myself," he says.

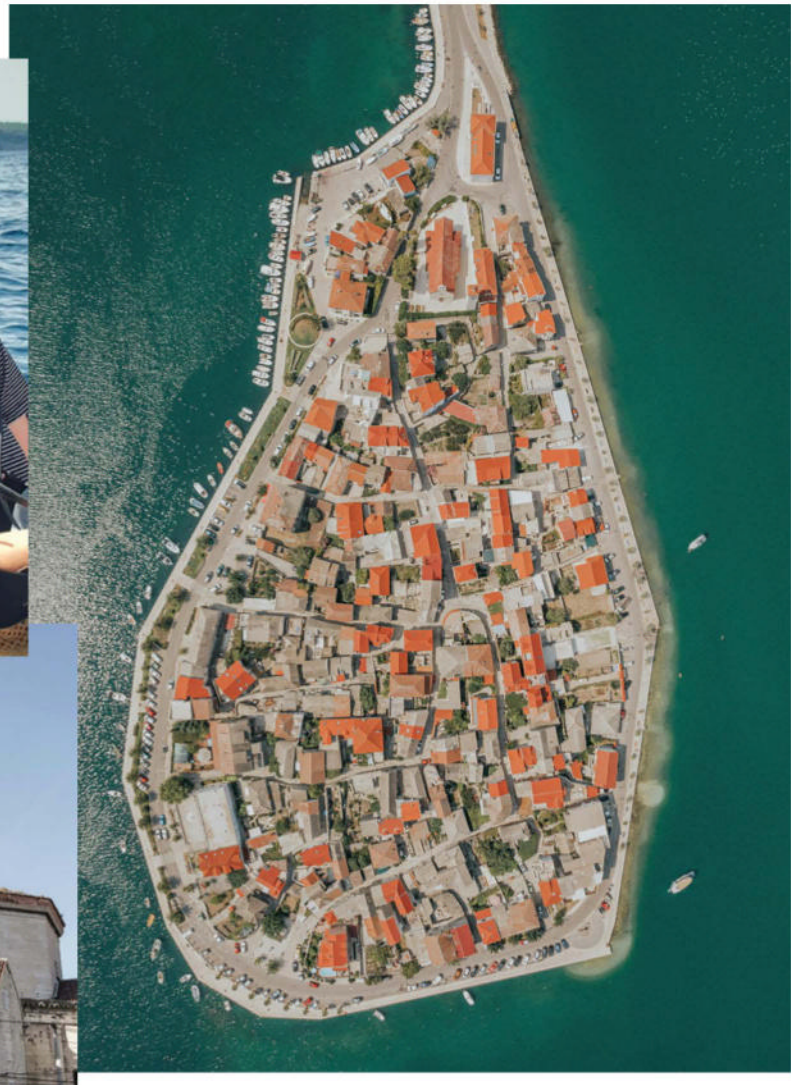
At first, Bubalo was somewhat daunted at the prospect of taking on such a task at a young age, and it was perhaps a strange purchase for the import/export food specialists. "Sometimes parents know their children better than we believe," he smiles. "I think they knew I was going to make it. They've always been a huge support." On his first day in business, "I was the king!" he laughs. "Then they put the money in my account – even better! But then I needed to get an office, hire some staff, pay some people..."

Bubalo's lifelong interest in yachts has given him a keen eye for what works on board. Luka teaches his young son how to helm boats big (above left)... and small (above right)

The honeymoon period was already over, yet Bubalo's family business experience played a vital role. His sister was an accountant and both parents were economists, so talking shop at the dinner table was common when he was a child. It gave him an innate sense of good business practice, whatever the industry

PHOTOGRAPHY: SPENCER DAVIS ON UNSPLASH; COURTESY OF OWNER; IYC







– but too much work chat is something Bubalo struggles with in his own home today. His wife, Vinka, was also the child of a family business, which she now runs, importing European luxury clothes and accessories into Croatia. "We catch ourselves talking about [work] too much, and we need to cut that," he says. "As a parent you need to teach your children, but you've also got to give them freedom [from that side of things]."

Refitting *La Perla* not only as his personal boat but also as a luxury charter yacht felt like a huge risk at the time. "The Croatian market was quite behind," Bubalo explains. Service levels were questionable, and the only yacht charters were going to large groups of young Australians and Europeans paying rock-bottom prices. He didn't want to go down the same path.

"I wanted a yacht that I could use, that represented me and my life," he says. "But I also wanted it to be a business success." He was a total novice in the yachting industry. "But my parents always taught me, if you don't know something, you need to learn from the best. And that's what I did, step by step."

The yacht underwent two refits, in 2019 and 2023, one structural and one for the interior, at a shipyard in Trogir and under the guidance of DWG Interiors. The hull was painted a tasteful pale beige (as per Bubalo's notebook, similar to a Benetti that had once caught his eye), while the interior and exterior lighting was changed and new teak decking was added throughout, along with a new spa and massage space. When it came to the interior, everything was replaced, from bathrooms and carpets to curtains, cushions, and all furniture, following an aesthetic inspired by the iconic 1920s hotel in Zagreb, Esplanade.

Luka grew up in the historic town of Split (above, and previous spread), where his wife Vinka's clothes business has a store. Below: a hotel-inspired interior blends 1920s and modern styling

"*La Perla* is like a vintage boutique hotel, but cleaned up to make it a touch more modern, and with a color palette that works with the sea," Bubalo explains. One of the yacht's key features is her surprisingly large windows, while an impressive wellness space out on deck is also a welcome addition.

"The deck is wooden so I didn't want plastic or metal equipment. I wanted a wooden exercise bike, a wooden rowing machine... We found them in Norway and they're really like a work of art," Bubalo says. A spacious new beach club with a lounge and new swimming platform completed the look, with a bespoke electric











"Every business should be part business, part dream. What could be more amazing?"

surfboard designed by graphic designer Mate Zaja to fit with the yacht's style.

As the phrase goes, "build it and they shall come" – and with *La Perla* that adage certainly held true.

"The first couple of years were slow, but last year we had 35 different charters," Bubalo explains. "I don't know how it happened."

The yacht's popularity means there's less and less time available for Bubalo to enjoy the new-look *La Perla* himself, but nonetheless he manages a few family vacations each year together with the whole family – his teenage stepson and stepdaughter, seven-year-old son, wife, parents and in-laws. "Being all together at sea is just fantastic," he enthuses. "It's part of my identity."

Of course, all big family gatherings have their tensions. "On the first day it's always a competition – who will be the leader?" he says. "But the rest of the time everyone is just completely happy. When we were gathered around the Christmas table this year, all anyone wanted to talk about was *La Perla* – they'll be so sad if we sell it. I remember one time, we all went out in the tender apart from my father and mother-in-law, who stayed on the stern waving to us all," he recalls fondly. "They seemed so proud."

When he is on board, Bubalo often settles into a comfortable routine. "I wake up early in the morning and jump in the sea, or ask the crew to take me to the shore so I can go for a run. Then I'll take a coffee outside, perhaps do a little reading and then drop anchor in a calm bay and do some watersports like kayaking, playing with the water bike or the e-foil or something like that with the kids. When you're with the children, it's good for them to burn off a little energy."

Afternoons are reserved for further precious family time, before dinner on deck or at a new location. Bubalo admits he is somewhat hard to impress on the restaurant front. "When you've grown up surrounded by quality food, it's hard to go back," he says.

For him, he is permanently torn between chartering *La Perla* and keeping her for himself. "When I'm on board there's always a hard fight within myself. It's just so beautiful, I'm permanently thinking about how lucky I am, thanking God, my parents... but then the next minute I'm thinking, 'OK, I need to sign another charter now.'"

Not that he feels resentful of the fact he has to share his transformed yacht with others. In fact, he's looking for further projects to take on, from more new build projects for himself, to managing them for other owners. "If you ask me, every business should be part business, part dream," he says. "What could be more amazing?" ▫

Above: the clean color palette is designed to work with the sea. Below: *La Perla* has a new beach club and swimming platform. The family are often playing in and on the water



PHOTOGRAPHY: JANKE LASKOWSKI UNSPLASH; COURTESY OF OWNER; IYC; JUNE LIU ON UNSPLASH



Above: Jacelyn and Jack Botti.
Below: an Ocean Alexander model



Right: Herbert Wertheim, Alicia Dahill, Randy and Steve Breitman. Below: Mark Soares



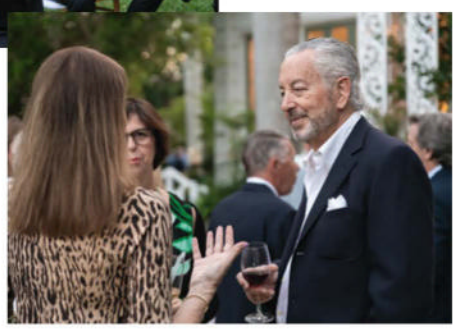




PALM BEACH PARTY PEOPLE

Our Owners' Club garden party at Ann Norton Sculpture Gardens in Florida offered some fun time out from this year's Palm Beach International Boat Show

Below: Wendy and Ira Levenshon with Cecile Gauert. Below left: Dan Mundy and Giorgio Cassetta





Helen Porter and Dee Dee Taylor Eustace











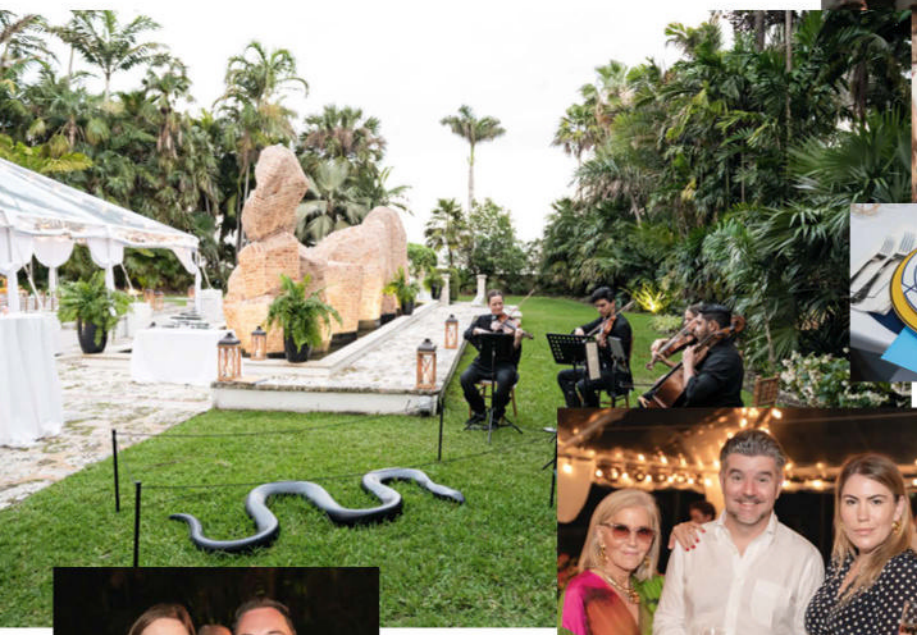
Above: Lucy Dunn, Richard Raper and Helen Porter. Guests received a Sieger by Fürstenberg tumbler from Carla Guilhem. Left: Anco Kok and Carla Guilhem





Left: Toby Moore, Alicia Dahill and Stefano Tositti. Above: Frank Binder and Isabelle Lemoine











Above: Carl and Wendy Price. Below: Tara Lynch, Tom Stark and Cecile Gauert. Right: Bermuda's famous rum cocktail, a Dark 'n' Stormy





Left: Jane Smith and Peter Kerr. Right: Lisa Pomerantz, Nicolas Pickaerts, Bryony Sheridan and Ruby Cowan





"The party was magical – a very special evening. This is one of our favourite events of the year"

HELEN PORTER

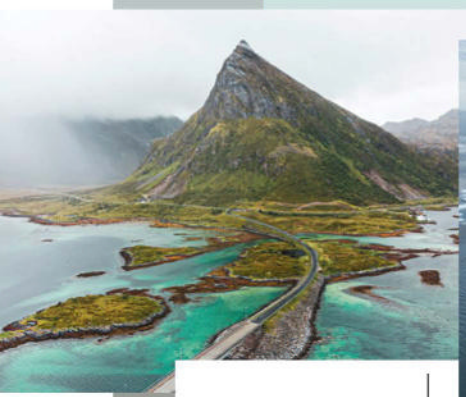


Tom and Katia Bates and Hallie and Fred Burton



Harvey Hernandez, Kate Akhmetshina and Bobby Genovese

With special thanks to Bermuda Tourism Authority, ABASK, Carla Guilhem Design and Ocean Alexander





Owner of *Asteria*

Length: 160ft
Year: 1970
Location: Norway

What have you got planned for this summer?
We're heading up to Norway, starting in Stavanger and we're going to keep going north, up to the Lofoten Islands and ultimately Svalbard. My good friend Espen Øino is Norwegian, and he's given us some amazing ideas of things to do in Norway. We love these kinds of latitudes. We've done the west coast of Greenland and the entrance to the Northwest Passage in *Asteria*, and in January we went on *Le Commandant Charcot* passenger ship to Antarctica, which was incredible. So we've done a lot of these places, but never Norway and Svalbard, and we thought it'd be pretty cool to tick off the Antarctic and Arctic in the same year. We had been considering South East Asia this year, but we didn't feel like sending the boat through the Suez and down into the Gulf of Aden, which has become a lot riskier lately

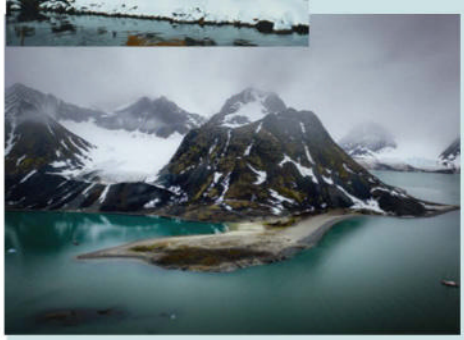
Tell us more about *Le Commandant Charcot*...
It's the most amazing boat in the world. It's a true state-of-the-art ice-breaker and is only three years old. It can plow through six feet of pack ice! I'd thoroughly recommend it. The amenities on board are amazing. This was a kind of research trip so we were able to visit some very remote places such as the Larsen B ice shelf, which is uncharted territory

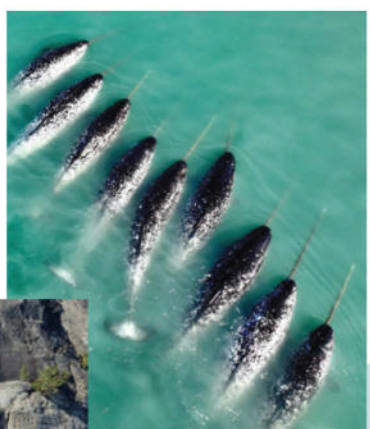
What draws you to these places?
I feel like we only have a few years left to visit these places before they disappear, or it'll be forbidden to go there. My boys are eight and 10, so I want to do it now and show it to my kids. Spending all summer in the Med doesn't appeal. We did spend a lot of time in Greece last year and had a wonderful time there exploring the villages and different landscapes, but I barely saw a single fish. The wrecks are fun to dive, but there's no wildlife left beneath the water

What are your longer range plans?
We would love to go back to the South Pacific. We spent three or four years there with *Asteria* and loved it. Cocos Island is incredible; we loved Polynesia. My favorite spot was the southern part of Fakarava, an atoll in the west of the Tuamotu Islands. I also want to go back to Vanuatu. These are once-in-a-lifetime places, so we're very lucky to get the opportunity to go back. And there aren't many boats. It's a huge commitment to send your boat there, and if you do, you really need to spend a few years there

Do you always take guides with you?
Not always. We will have someone with us in Svalbard, but we'll be following Espen's plan up the coast of Norway. We might engage some guides for shore excursions. When we dive, we always have a guide with us so we can get the most from the experience. We can't wait to get going on this trip. But I should mention that we have some availability for charter in July in Norway, if anyone would like to spend some time on one of the world's most capable explorers!









SOUTH
ATLANTIC OCEAN





Josh Golder
Yacht: *King Benji*
Length: 153ft
Year: 2024
Location: South of France

What's on the agenda for your first summer with the boat?
We'll head to Croatia and Montenegro. We also want to visit Albania, as we've never been there but hear it's the new up-and-coming hotspot. At the end of the season we'll probably head back west and across to the Caribbean but stop off at Madeira on the way

Have you got a favorite spot on board?
I love the breakfast bar next to the open galley. There's a huge window right next to the table, so we can eat informally and watch the world go by. I love interacting with the chef and seeing what he's preparing. We're also spending a lot of time in the main salon

Is there anything you would have done differently?
In almost every project I've ever been involved with, I've always come to the end and thought there was something I should have done differently. But with *King Benji*, I can't think of a single thing. There are a few little cosmetic items, like the handles of the cupboards, but as far as the layout and design are concerned, the boat has exceeded all expectations. We went into such detail in the preparation phase that this doesn't surprise me — we built a 1:1 mock-up of the interior to make sure we got exactly what we wanted

What were the project's absolute prerequisites?
Seamless floors was a massive one for me. I hate it when you have a lip or sill between indoor and outdoor areas. I just feel like it ruins the connection. I wanted a really easy transition between the spaces. I also wanted to make sure there was no wasted space — there is nowhere on board where you think, "Oh, we already have this." But really the whole project emanated from the big aft deck. We can carry a 40ft Nor-Tech chase boat, jet skis and all the other toys. It all stemmed from there

You were looking to buy 148ft *Big Fish* originally. Are you glad you didn't?
I am very glad we didn't succeed in buying *Big Fish* because I would never have known how fun a new-build project can be — putting the team together and collectively creating something new that's never been seen before. I think we've moved the explorer game on

What are your long-range plans?
I would like to go to Alaska with her, but that's as far as that thinking has gone! I would like to build a bigger series of these boats, incorporating everything we've learned. But right now, having no plan is the plan

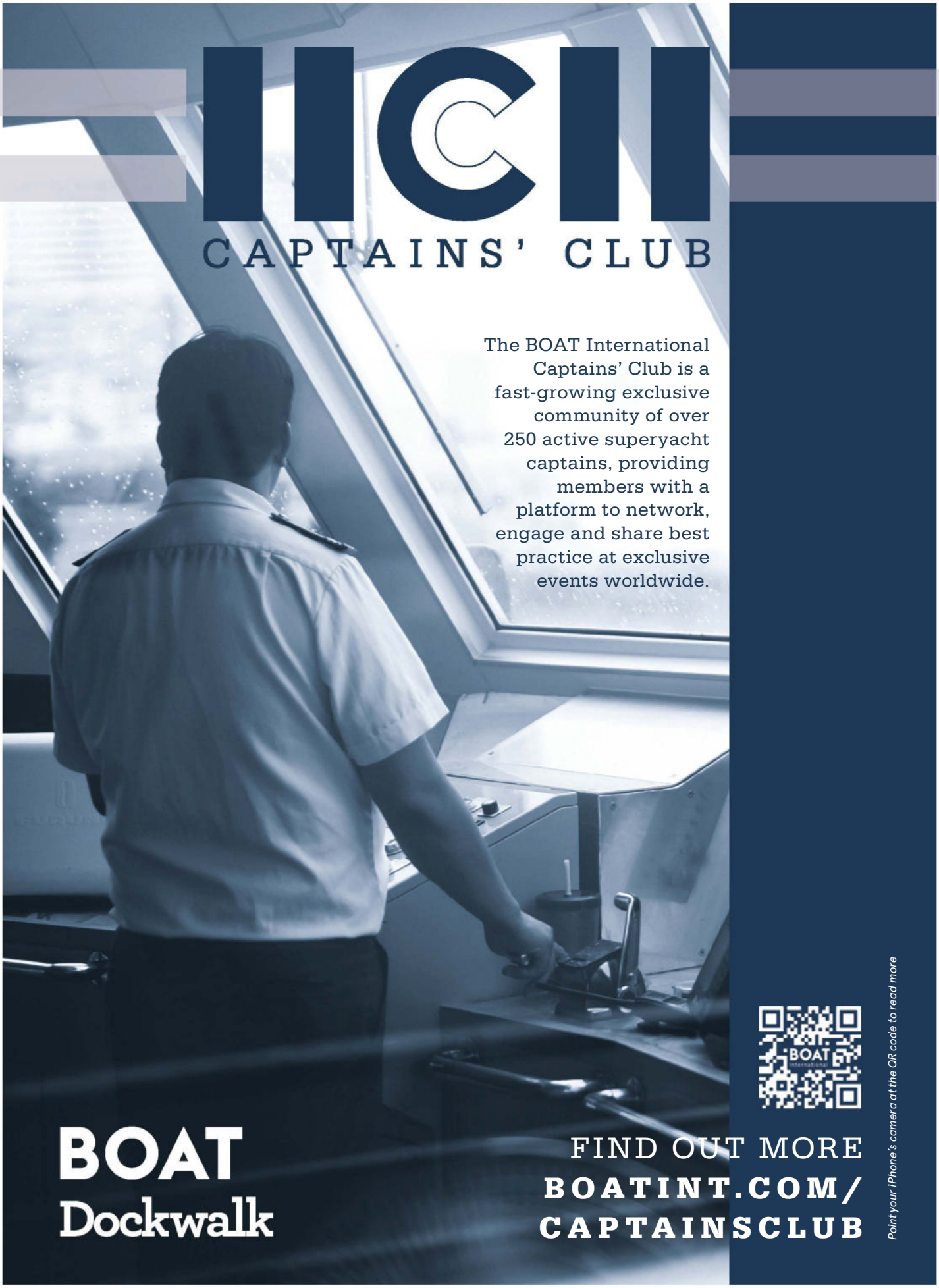


Members' Logbook

A new-build project with zero regrets, and an owner who is lucky enough to do once-in-a-lifetime cruising — twice

PHOTOGRAPHY: COURTESY OF OWNER; JEFF BROWN/BREED MEDIA; GETTY IMAGES; JOSHUA KETTLE ON UNSPLASH; LUKE STACKPOOLE ON UNSPLASH; MIKE SWIGUNSKI ON UNSPLASH; BOUDEWIJN BOER ON UNSPLASH

MAP JING ZHANG


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MY LIFE IN BOATS

CRAIG LAMM

The self-proclaimed "Burger King" tells *Grace Trofa* about his growing classic fleet

I bought my first boat, a 1961 16ft runabout, with my bar mitzvah money. I told my parents whatever cash comes in, it's mine. For $800 I bought boat, motor and trailer. Growing up, my family always had boats, mostly cruisers. When I needed a name for the boat, I asked my grandmother. She told me our name means little lamb, "shepsl" in Yiddish. Then I went to my maternal grandparents who were the center of my universe, and they told me that as a child my grandfather was called a shepsl because he had these tight little curls like a lamb, so that settled it.



My second boat, at 15, was an 18-footer with a cuddy cabin. In those days all sons of boat owners washed boats for cash. I built up a business with 75 customers – that's how I bought my boats.

All I ever wanted in life was to have a Burger; I was raised to believe that Burger was the Rolls-Royce of US-made boats. I was in my early fifties when I bought my first Burger; it signified to me I had made it, and I was Burger Proud. I only buy classic boats, and I currently own 12. My first Burger was a 1986 87ft houseboat-style custom build that I keep in Fort Lauderdale along with my center console fishing boat. The second Burger is a 1974 75-footer with the same silhouette that I pined over when I was 17, and the latest is a 118ft Burger built in 1985. She is having a refit to bring her up to my standards. The primary reason I bought her was to have a formal crew area.

In Michigan, I have seven slips at the end of my dock; it's like having a boat show every day. I have interests in so many things, and I am a crazy eccentric but it's so much fun. I'm told that I am the only person in the world who owns three Burgers, and so I am the Burger King – literally. I'm going to come up with a logo and have merchandise made. Why? Because I can!

I'm a liveaboard. The boats are my homes and I have not lived on shore in 15 years. The biggest adjustment was it took two years to get rid of all my crap. I keep nine classic boats in Michigan, from the 1950s and 60s; my biggest wooden boat is a 1955 53ft Chris-Craft. It has been my summer home for 30 years. I keep a full-time crew and collect awards in classic boat shows in Michigan because all my boats are in top condition.

My favorite cruising ground is the Exumas. Since Covid-19, we decided to fish with purpose. My attitude has been if we take their fish I should feed them. Craig's Pantry International was created to bring food and supplies to the Exumas primarily. Tourism there took a big hit with Covid and still there is a great need. We tow a 37ft Intrepid and use it to distribute supplies to the Out Islands. We are leaving for a month with seven pallets. Craig's Pantry and Outreach in Broward County, Florida, is a program to feed Jewish people kosher food, according to their dietary needs. I also partner with a food bank in Israel; for me, sharing food is love. ◻



Craig has named all his yachts *Shepsl* since his first 16ft runabout (top left). Also in his fleet are the Burger *Shepsl XI* (bottom left) and Chris-Craft *Shepsl XII* (top right). Below: he never goes to the Exumas empty-handed — Craig's Pantry recently distributed Easter baskets there





PHOTOGRAPHY: GETTY IMAGES; COURTESY OF OWNER

Sailing



COVER BOAT

evolution

A client's brief for the new 154ft Nilaya *was so advanced and specific that it ushered in new building methods at Royal Huisman.* Marilyn Mower *explores her featherlight construction and innovations*

PHOTOGRAPHY (THIS PAGE): TOM VAN OOSSANEN

>>

PHOTOGRAPHY: TOM VAN OOSSANEN; NICO MARTÍNEZ FOR STUDIO BORLENGHI

Nilaya is the most advanced sailing yacht Royal Huisman has delivered to date. Her build was a three-year process — one year of preparation and two years of construction. Left: the hull was turned in 2021





The path to building the new *Nilaya* began with a years-long refinement of ideas. The subject under consideration was how to replace a 112ft high-performance cruiser delivered by Baltic in 2010, a boat with plenty of podium finishes as well as many miles of family cruising over 12 years. This would be, in other words, the difficult follow-up to a smash hit.

"My brief for the new *Nilaya* was that she should be versatile, comfortable and safe; a yacht conceived for worldwide cruising in style, yet capable of hitting important racing targets. I wanted her to be fast in light winds, enabling us to cruise without an engine as much as possible," the owner says.

This new *Nilaya* can rightly be called a development of her predecessor, featuring a similar racy, low profile, straight bow and wide transom. But with more than 8ft extra beam and 43ft more length, the increase in interior volume and on-deck living area is immense.

The owners wanted a lot, some of it difficult to reconcile: the capability for longer journeys without sacrificing speed, and a quieter, stiffer boat. They laid this problem at the feet of their team, California-based naval architects Reichel/Pugh and Nauta Design of Milan, who, along with owner representative Nigel Ingram of MCM, had created the previous *Nilaya*.

The owners' emphasis on comfort for this Panamax sloop pushed Reichel/Pugh to collect data on wave heights, wave periods and wave and wind direction in cruising areas on both sides of the Atlantic. They did this, naval architect Jim Pugh says, not so much for sailing but for comfort while motoring, which happens a lot during Mediterranean summers. The endgame was to work out weight distribution and an underwater profile that would deliver comfortable passages. After design studies in both carbon and aluminum, and optimization via computational fluid dynamics, Reichel/Pugh proposed tank testing 12 models.





Tapering the top of the mast saved 110 pounds. Rethinking the HVAC system saved more than 1,300 pounds... and so it went

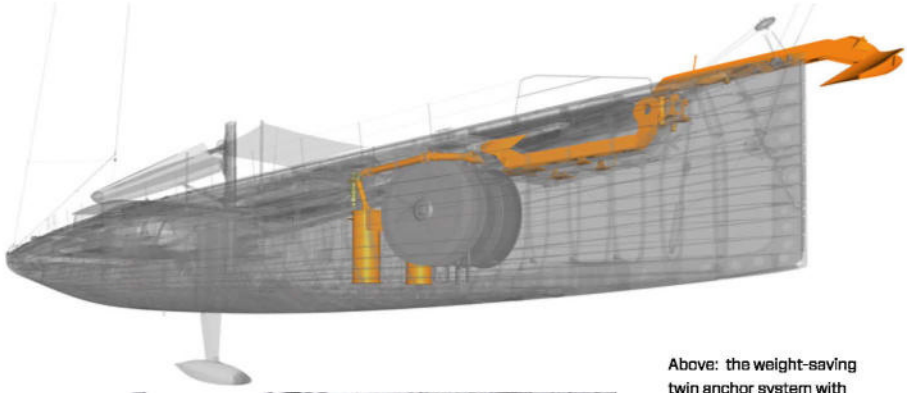
"Our initial recommendation was for carbon fiber," Nauta co-founder Mario Pedol says. "I came to this project thinking that aluminum construction would weigh 60 to 70 percent more than carbon. But at the same time we knew the owner was determined to have a long-range cruising boat with all the amenities expected on a superyacht and for it to be much quieter than typically achievable with carbon fiber." Sound and vibration isolation involves weight, so it would come down to setting priorities. The owners couldn't have it both ways.

Or maybe they could. Royal Huisman, which was very keen to bid on the project, suggested the answer was not either/or but both. Huisman began adding carbon-fiber elements to its aluminum yachts in 1997. *Nilaya*'s owner, who knew the builder's attention to superyacht quality, was intrigued, and directed the three parties to explore a hybrid carbon/aluminum solution.

To achieve the low weight required for performance under sail or power, Royal Huisman knew the answer was not just a matter of popping a carbon-fiber coachroof atop an aluminum hull. It called on the engineering and materials expertise of its sister company Rondal and worked with European Space Agency technology on detailed finite element analysis (FEA) to investigate every possible area of the hull, deck and interior for strength-to-weight ratios, while recalling that comfort was an equal part of the equation. FEA modeling guided the choice of carbon fiber, varied Alustar plate thicknesses and frame spacing to maximize hull stiffness while minimizing total displacement. In some cases, carbon fiber would be bonded to aluminum to increase its stiffness without adding much weight or bulk. Utilizing in-house parametric software to evaluate various structural designs, the builder found major weight savings by using carbon or carbon/aluminum hybrid sections for the door frames, hatches and deck.

Reichel/Pugh, Royal Huisman and Ingram calculated weights and balances nearly frame by frame to guarantee the best motion under way. If carbon could replace metal in a way that made sense, it was subjected to a cost-benefit analysis, and if the increased costs of molding a carbon part resulted in a better boat, the owners approved it. Weight saving remained front of mind throughout the build. For example, *Nilaya*'s blade jib uses lashings to connect to its forestay instead of a headstay lock – thus saving 220 pounds. Tapering the top of the mast generated a saving of 110 pounds. Rethinking the HVAC system saved more than 1,300 pounds, reducing teak deck thickness from 0.6in down to a third of an inch saved almost 3,000 pounds, and so it went. In the end, Royal Huisman delivered a hull 11 percent lighter than its typical advanced Alustar construction, and by applying the methodology to systems and the interior saved another four percent in displacement.

PHOTOGRAPHY: TOM VAN OOSSANEN; NICO MARTÍNEZ FOR STUDIO BORLENGHI





Above: the weight-saving twin anchor system with fiberglass chain lockers and titanium arms that swing the anchor over the bow. Throughout the build, Royal Huisman took a hybrid approach to materials, mixing carbon fiber with Alustar aluminum where it made sense. The entire 57ft coachroof and guest cockpit area, the keel trunk and the recessed tender well on the foredeck are full carbon fiber

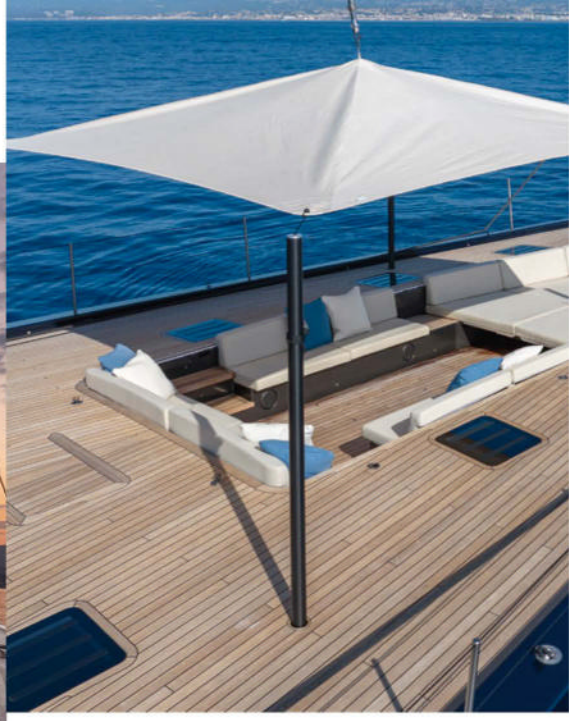
Forward thinking on backstays

On large yachts with robust beams, easing the windward runner (which helps hold the mast in column) while taking up on what was the leeward runner, takes at least two people who must be in sync with the helmsman and the mainsheet trimmer. *Nilaya*'s innovative technology allows the crew to execute this important maneuverer at the touch of a button. Horizontally mounted hydraulic cylinders under the aft deck release and take up the running backstay cables led from underdeck winches by titanium fittings at precisely matched speeds. The genius of the system is the precision-machined titanium "hook" that automatically snares and locks the load end of the windward sheet. On the new slack side of the system, a matching hook releases and drops gently into a little fitting that holds it snuggly atop its winch until it is needed again.



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The foredeck features a partially recessed tender bay that can become a cozy cockpit at anchor with a hi-lo table and fitted cushions. Left: the aft section of the cockpit has two innovative sun loungers that adjust up to 30 degrees to compensate for the yacht's heel. Below: the transom opens to create a beach platform

PHOTOGRAPHY: CARLO BORLENGHI; GIULIANO SARGENTINI





The owner's requirements included a high-tech rig and very advanced gear to control the sails. He also inquired about the possibility of automating the running backstays and eliminating the huge deck winches controlling them. When a yacht is racing upwind, control of the running backstays during a tack is critical. Unless the ballet goes precisely as choreographed, the tack is stalled, boat speed drops, and – in the worst case – the rig may be jeopardized. Considering the backstay loads on a sloop with a 205ft mast, minimizing risk to the carbon-fiber mast and the people beneath it deserved serious attention. For this task, Rondal created its most advanced integrated sailing system, beginning with a first-of-its-kind backstay locking system. That system alone saved 2,650 pounds and 106 cubic feet of space in the lazarette.

"We set out to develop a totally different decision-making matrix for this project," Rondal's Bart van der Meer says. Usually, the naval architect specifies the sail area needed, the mast manufacturer creates the rig to hold it, the sailmaker supplies the sails and tells the builder where the deck hardware needs to go to trim them. The builder then asks the winch manufacturer to develop gear sized to the loads and orders a hydraulic package to control it all. It gets assembled by the yard and then programmers create the logic software that makes things happen when crew push a button.

"The problem is that most programmers aren't sailors and there is no communication with the crew about the boat's operational profile. Most hydraulics suppliers size their package for maximum loads and then it's up to the yard to make it fit somewhere, and the crew to figure it out," van der Meer says.

Considering the backstay loads, minimizing risk to the carbon-fiber mast and the people beneath it deserved serious attention

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Instead, for this project Rondal and Royal Huisman gave everyone a seat at the table during the development phase. Developing all the system needs in advance also meant that Nauta knew exactly the available interior volumes and shapes. All decisions were immediately shared to all parties in the form of updated electronic plan files. Royal Huisman also made a full-scale deck mock-up that could be tilted to simulate heel for approving handhold placement and to allow the crew to check sight lines at all angles. It enabled the owners' team to decide, for instance, that they didn't need a removable bimini and to refine the fixed bimini's supports instead.

With Nauta and Reichel/Pugh having defined target weights for the interior, during construction every element was weighed going into the boat and all debris was weighed coming off. To stay within the interior weight budget, Royal Huisman made extensive sound attenuation studies and developed sophisticated composite panels in cork, foam and honeycomb. It made cabin mock-ups demonstrating three levels of sound insulation and allowed the owners to choose the level of quiet they wanted to pursue.

Nilaya, the largest sailing yacht yet by Nauta Design, features two guest cabins, a galley, a crew mess, chart table, an engineer's station and four double crew cabins aft of the main salon, plus a media lounge, VIP guest cabin and owners' full-beam suite forward. The owners' designer, May Vervoordt, chose interior materials and, with Nauta, conceived a bright color scheme against white lacquered walls and bronze-colored fabric and leather overhead panels. Mahogany furniture, flooring and ceiling frames give classic warmth and a homely quality, especially to the deck salon. *Nilaya*, after all, means "peaceful abode" in Sanskrit.

Nauta's experience with racing boats means that everything has its place – and in most cases, that is out of sight. Case in point, the deck salon has an owners' pantry where guests can avail themselves of coffee, drinks and snacks but they wouldn't know it was there if it wasn't pointed out.

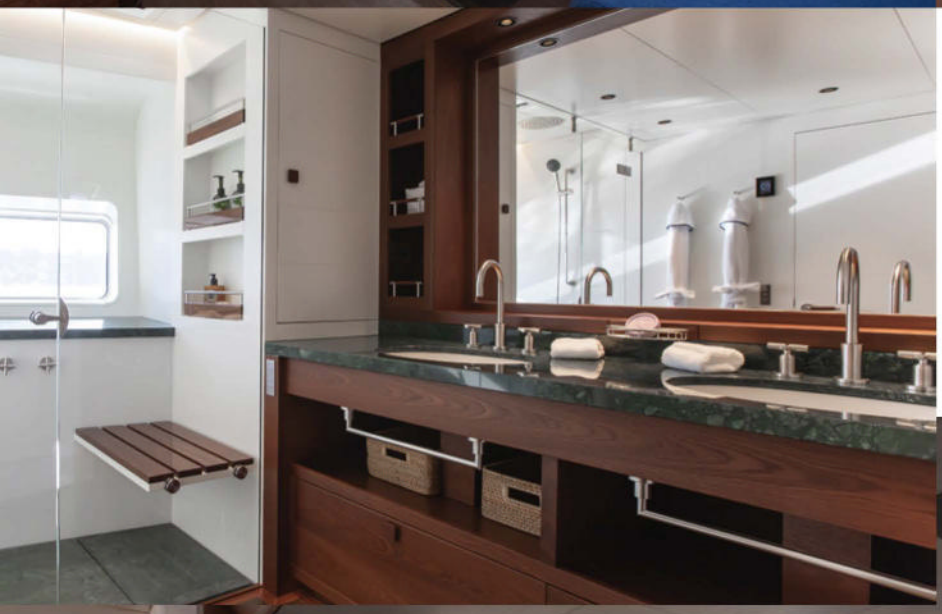
The full-width owner's suite features a walk-in wardrobe, an office and seating area and a king-sized bed. Large hull windows bathe the room in natural light. The cabin was a design challenge as it lies beneath the tender bay, but the overhead decorative treatment balances the bay's central dip with higher side passages, giving an excellent perspective on the cabin's impressive width.

The VIP, which can be arranged as twin berths or a double is to port, opposite a cozy TV lounge six steps lower than the deck salon. The identical en suite guest cabins aft of the salon convert into doubles and are both equipped with additional Pullmans, meaning up to eight guests can accompany the owners.

PHOTOGRAPHY: GIULIANO SARGENTINI







Mahogany joinery lends a classic and homey touch to the interior. One of the yacht's three desks is tucked into the corner of the TV lounge (above left and opposite page). All three are placed under windows for natural light and views. Above right: guest cabins convert from twins to doubles. Below and left: the owner's suite forward includes a full-width cabin and generous en suite



Mindful of the mission to cruise as well as race, Nauta Design developed three distinct outdoor guest areas in addition to the twin helm positions. The almost 33ft-wide transom includes a hinged section that folds hydraulically to form a staircase that lifts out of the way to launch the crew tender. On the aft section of the cockpit are two innovative sun loungers that adjust to compensate for the yacht's heel. Removable railings from the transom to the guest cockpit guarantee that crew and guests are never more than two steps from a grab rail.

The guest cockpit, meanwhile, is shaded by a carbon composite hardtop with windows. Under this, the dining table can extend to seat 14 guests. Finally, the foredeck features a partially recessed tender bay that can become a cozy cockpit at anchor with a hi-lo table and fitted cushions. An awning can be strung from carbon fiber poles that store in a deck hatch.

A lighter yacht needs less power for motoring, in this case, one fewer generator and gearbox – a factor that leaves more space for interior accommodations and saved another 4,400 pounds. The single propeller can be powered directly from the engine and/or electrically, either from batteries or a generator, which eliminates the need for a third get-home engine.

The team got to test the results extensively. The owner, captain Romke Loopik and pro race team captain Bouwe Bekking were on board for *Nilaya*'s first transatlantic in November. It was a fast 10 days with instruments recording a top speed of 20-plus knots, and the owners' verdict was "very comfortable and fast".

"For such a large yacht, the acceleration is exciting as she rapidly reaches high speeds," Ingram says. "Twin rudders and the light, positive steering give superb maneuverability and she seems to be reaching all her targets with ease. Rondal's sailing systems enable fingertip control of the massive loads involved." At the 2024 St Barth's Bucket in March, *Nilaya* proved the point, winning on the third day of racing and finishing third overall in her class in her first ever Bucket regatta.

Royal Huisman CEO Jan Timmerman says the innovations on *Nilaya* can be applied to future sailing yacht builds. "The owners deserve congratulations for pushing everyone to achieve just a little bit more and for encouraging innovation at every step. *Nilaya* will be the world's lightest sailing superyacht for her length. She rewrites the script for aluminum high-performance yachts."

She may be lightweight, but there is no doubt that *Nilaya* is a technological heavy hitter. ▫

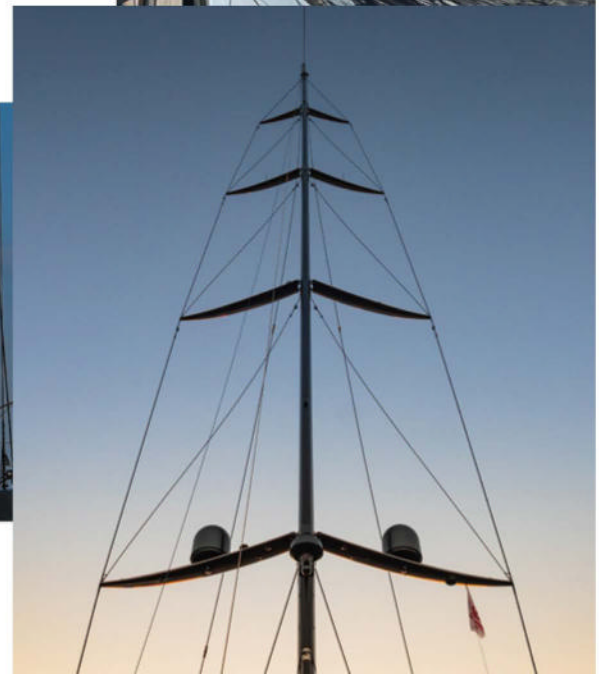
Sail innovation

***Nilaya* was the first yacht fitted with Doyle's "structured luff" sails, which distribute the load a little differently through the material and sheet flat. So flat, in fact, that Rondal had to develop radical new curved carbon-fiber spreaders that are both shorter and more aerodynamic than anything previously available. Rondal also developed a hybrid captive winch with carbon-fiber drum that's half the weight of other captive winches.**



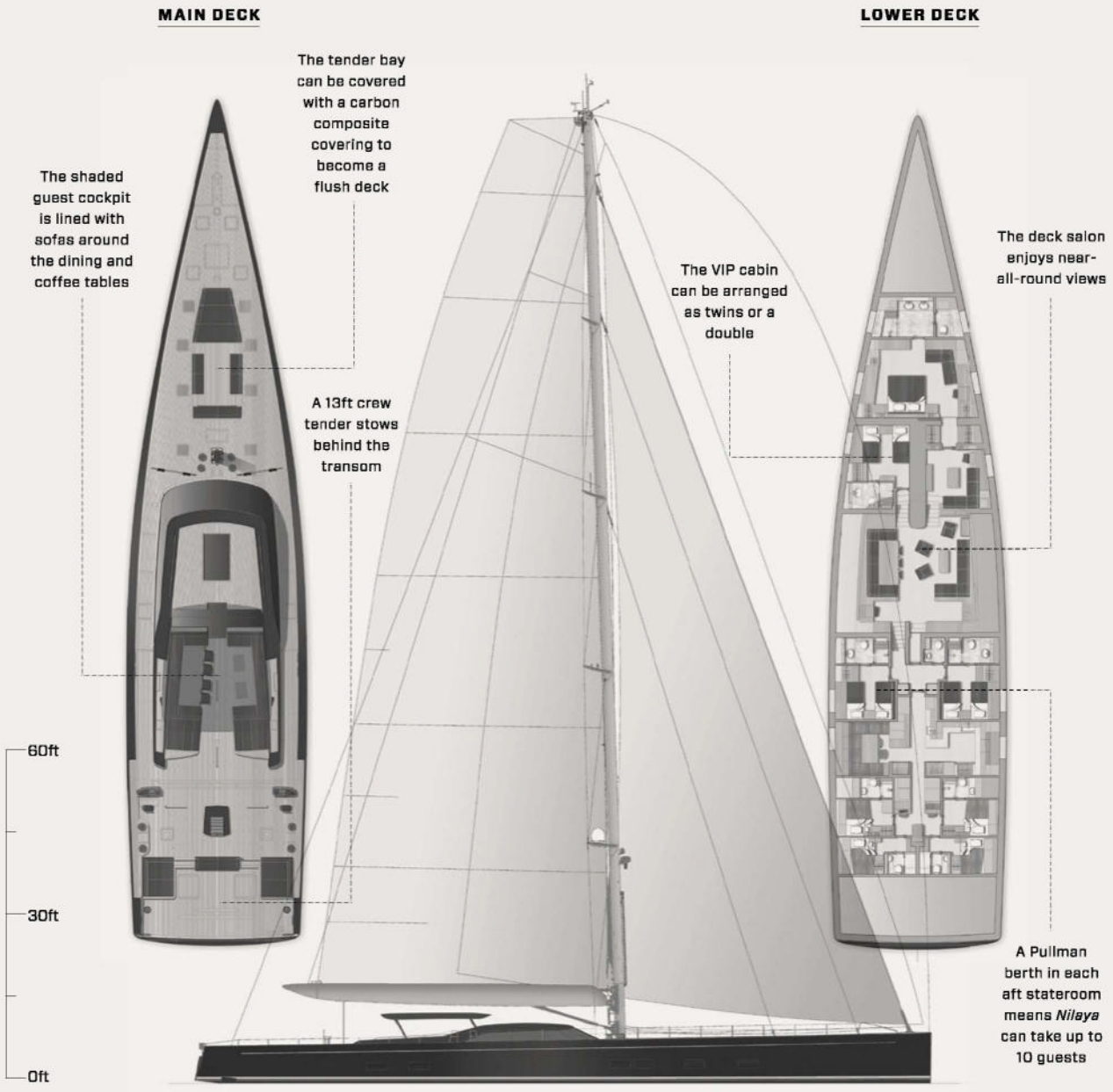
With a mast height of 205ft, *Nilaya* can sail into the Pacific, fitting under Panama's Bridge of the Americas at low tide. Note the curved spreaders that Rondal developed to take advantage of the very narrow headsail sheeting angles possible with Doyle Sails structured luff sails





PHOTOGRAPHY: TOM VAN OOSSANEN; NILAYA CREW; RONDAL SJB

NILAYA **ROYAL HUISMAN**



LOA 154' 2"

LWL 147' 8"

Beam 32' 10"

Draft (keel up/down) 14' 9"/22' 8"

Gross tonnage 282GT

Engine Scania DI 16 090M + 140kW PM motor/generator

Generators 2 x 129kW Volvo D4-175

Rig Rondal carbon Panamax mast and furling boom

Sails Doyle Sails, structured luff

Sail area (downwind) 23,046 sq ft

Fuel capacity 3,963 gallons

Freshwater capacity 1,057 gallons

Owners/guests 8-10

Crew 8

Tenders 23' Xtender RIB; 13' inflatable

Construction Aluminum and carbon composite

Classification Lloyd's SSC hull certificate

Naval architecture Reichel/Pugh

Exterior and interior design Nauta Design

Interior decor Mey Vervoordt

Builder/year Royal Huisman/2023

Vollenhove, the Netherlands

+31 (0)527 24 3131

yachts@royalhuisman.com

royalhuisman.com



BEIDERBECK BD249
LOA 328' 1"
Beam 104' 11"
Power 4MW diesel/methanol
Top speed 20 knots
Guests 16 + 36 crew

BOAT International

CATAMARAN SPECIAL

THE LATEST NEWS AND LAUNCHES FROM THE WORLD OF MULTIHULLS



INSIDE *ARTEXPLORER*, THE WORLD'S BIGGEST SAILING CAT | NEW MULTIHULL DESIGNS AND PROJECTS REVEALED | MARKET REPORT: BIG CATS MAKE A BREAKTHROUGH

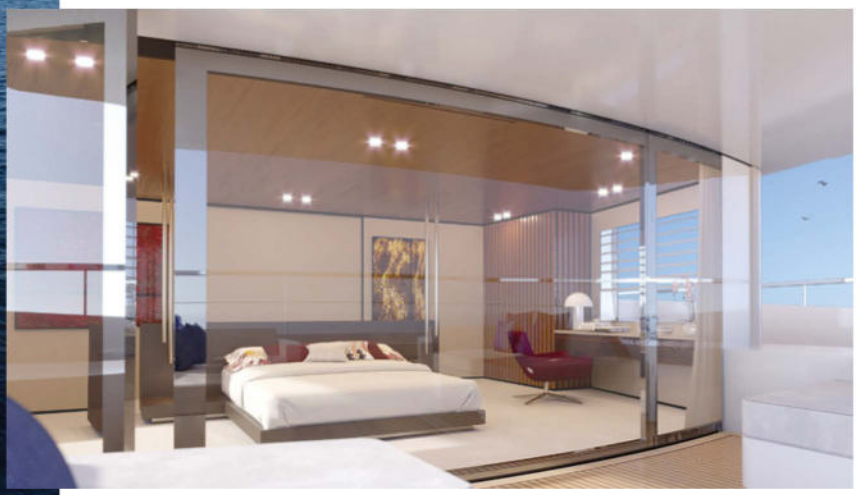
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Cats out of the bag

Sam Fortescue reveals the most exciting new multihull projects and industry-shaking designs



LOA 91' 11"
Beam 39' 4"
Top speed 15 knots
Power
2 x 420kW electric
Guests 8 + 4 crew



WiderCat 92

Acali, the first WiderCat 92, has splashed at the yard in Fano. Solar energy, electric propulsion and a proprietary lithium battery system make this a smart, silent yacht.

Voodoo XF85

Built by Voodoo Yachts of New Zealand, the XF85 is the new flagship of a range of innovative foiling powercats. The foil makes speeds up to 45 knots a reality, but it is designed to break cleanly away from the hull in the event of collision. With a high-quality interior finishes, these boats are designed to cross oceans. They have a range of up to 1,500 nautical miles at 30 knots, and more than 3,500 at 10 knots.



LOA 83' 4"
Beam 27' 3"
Power 2 x 2,000hp MAN
Top speed 45 knots
Guests 10 + 2 crew



LOA 131' 3"
Beam 36' 9"
Power 2 x 540kW electric
Top speed 14 knots
Guests 10 + 7 crew

40M Sunreef Explorer Eco

Just months after launching a new 131ft explorer model, Sunreef has gone one better with its radical new Eco version. Using proprietary solar skin technology, electric propulsion and wave-piercing hulls, this large yacht will have transatlantic range. The aft decks and a beach club with fold-down wings provide lots of entertaining space, while the interior is flooded with light through floor-to-ceiling glass.

AdvancedCat 72

This 72ft cat is the first of a new line of multhulls by Italian builder Advanced Yachts. It will boast high-spec construction techniques (including extensive use of carbon + epoxy sandwich) and bluewater cruising credentials, not least the ability to helm from within the salon. Variable-draft keels make the cat a good fit for shallow tropical cruising grounds, but it also offers outright performance and responsive handling to tackle the Med.



LOA 72' 2"
Beam 32' 2"
Sail area 3,013 sq ft upwind
Guests 8 + 4 crew

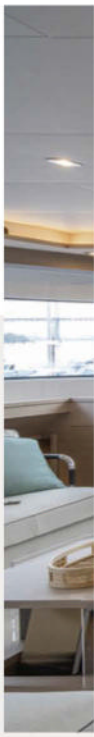




PHOTOGRAPHY (PREVIOUS PAGES): BEIDERBECK DESIGN. THESE PAGES: JOSH CZACHUR/BREED MEDIA

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LOA 75' 6"
Beam 26' 9"
Power 2 x 800hp IPS Volvo Penta D13 1050
Top speed 22 knots
Guests 6 to 8 + 3 crew

BGM75

True to its disruptive roots, Bluegame calls this hybrid a "mono-cat." Despite the two hulls being close, it features a massive owner's cabin and lots of outdoor space, plus efficiency. Bernardo Zuccon and Piero Lissoni have styled the boat inside and out with a futuristic asceticism.



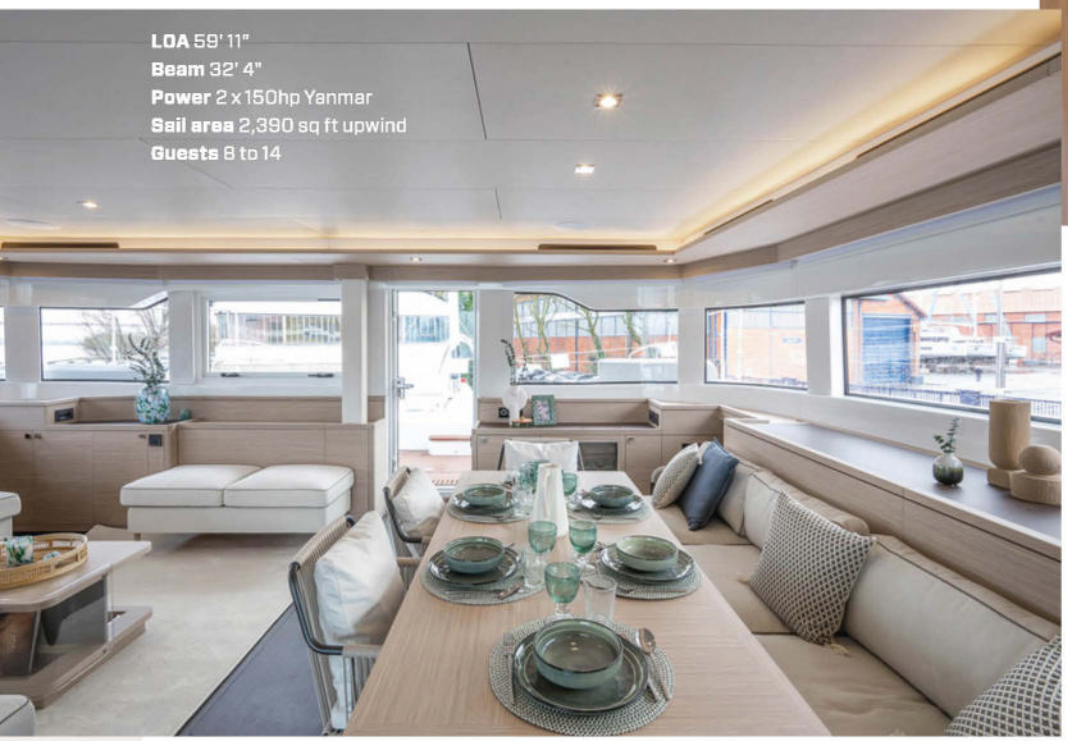


Air Yacht 80

When you can't find what you want on the market, you build it yourself. This age-old yachting mantra lies behind company founder John Mountain's new sailing cat, in which Berret-Racoupeau marries strong performance with real comfort. Carbon hull and spars, titanium deck gear plus a lightweight interior allow the boat to match wind speed up to around 25 knots.



LOA 78' 6"
Beam 32' 11"
Sail area 3,218 sq ft upwind
Top speed 25 knots
Guests 6 + 2 crew



LOA 59' 11"
Beam 32' 4"
Power 2 x 150hp Yanmar
Sail area 2,390 sq ft upwind
Guests 8 to 14



Lagoon 60

Debuted as part of the veteran cat builder's 40th anniversary celebrations this year, the 60 offers a particularly spectacular aft end, with a wide-open cockpit and fold-down terraces. Big boat names are attached, including Nauta Design for the interior. The salon is light, open modular and adaptable – with options for a bar, galley and more.

Two Oceans 870

Boats built in South Africa must be built well, because the oceans there are wild. This fully custom 870 is due to be launched later this year with an oceanic range of 4,500 nautical miles – all with three decks and a flybridge.





LOA 87' 2"
Beam 44' 0"

Power 2 x 661hp Cummins QSM 11

Top speed 18 knots
Guests 10 + 4 crew

WHAT'S NEXT? *More multihulls to come*

NEW LAGOON 8X ON THE WAY
There's talk at Lagoon of launching a new 78ft flagship this summer. There's already a 65ft and a 75ft in the Premium range... will an 85ft follow?

SHADOWCAT'S SUPPORT SOLUTION
The support catamaran builder is planning to launch a new sub-500GT solution informally dubbed "Toybox 2.0," developed with equipment provider National Marine Suppliers.

BLUEGAME TAKES TO THE AIR
Luca Santella, the inquiring mind behind Sanlorenzo's innovative Bluegame brand, has revealed plans to build a foiling cat line based on America's Cup technology.

ECHO YACHTS BREAKS RECORD
Australian builder Echo Yachts is set to build the world's biggest sailing catamaran — a 187ft aluminum twin-master. Dykstra's design input hints at a Dynarig.

JFA GROWS LONG ISLAND RANGE
JFA's Long Island 85 just got longer with the 87. Marc Lombard has extended the flybridge, and Franck Darnet's interior delivers a big salon.

PHOTOGRAPHY: JULIEN GAZEAU; FEDERICO CEDRONE



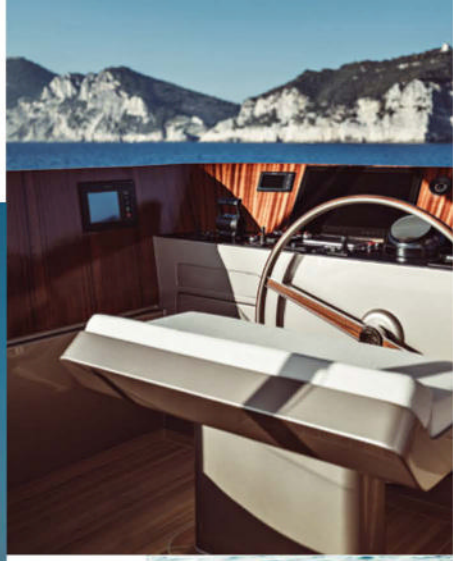
Art afloat

The world's largest sailing catamaran and floating art gallery/charter vessel sets all sorts of records. *Lucy Dunn* has a look behind the scenes of the new Perini Navi *ArtExplorer*

PHOTOGRAPHY (THIS PAGE): MAX MALTH

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PHOTOGRAPHY, BENOIT LINERO; MAX MALTH; ELISA VON BROCKDORFF

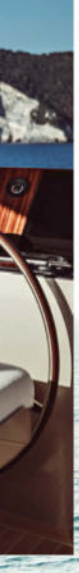
Frédéric Jousset's boat is no ordinary boat. While most yachts have no more than a handful of guests on board at any one time, the 153ft catamaran *ArtExplorer* will entertain up to 2,000 guests a day as a floating art gallery touring the Mediterranean. But come fall, the sailing catamaran will head off to warmer climes and become a luxury charter yacht. This dual design and the cat's groundbreaking size have made her one of the decade's most talked-about yachts.

The idea for his groundbreaking project came to Jousset during a climb on Mt Everest. The entrepreneur believes in the power of art to unite society and increase social mobility, and *ArtExplorer* is the pinnacle of a wider foundation that offers pop-up art exhibits and cultural programs. The catamaran, fitted with a 52ft long state-of-the-art cinematic "tunnel" that runs the length of the boat, will offer A/V experiences on board, in collaboration with the Louvre Museum.

Fraser's technical manager Laurent Bredy acted as owner representative for what he calls "a UFO, an Unusual Floating Object." To build this very unconventional project, the team held two competitions to find a designer and a shipyard. The job of building the catamaran went to Perini Navi, now part of The Italian Sea Group.

Perini Navi's sales director Andrea Bigagli says their brief was to build "something extraordinary... the best and biggest sailing catamaran in the world; a yacht that combines the French soul of its owner and designers, with Italian craftsmanship and Perini Navi know-how in the large sail-handling system." They also needed to build it in the time frame of just over two years. They were competitive in pricing and thrilled by the challenge.





Their brief was to build "something extraordinary... the best and biggest sailing catamaran in the world, combining French soul with Italian craftsmanship"



In museum mode, an introductory film will greet guests as they enter in small groups before they head to the immersive art tunnel (below). Later on, an audio experience curated by Paris's Centre Pompidou awaits on the flybridge



Loro Piana is behind the director's and lounge chairs' striped fabric, which designer Axel de Beaufort describes as "very dolce vita." When the boat finishes cruising and begins its museum duties, all the furniture needs to be packed away in trucks

It was a project that naval architects Axel de Beaufort and Guillaume Verdier couldn't refuse either. The pair regularly join forces on projects such as designing racing yachts for the America's Cup, and de Beaufort also has a sideline as creative director for Hermès's Atelier Horizons, handling custom projects from car interiors to private jets. The prospect of being given full reign over *ArtExplorer*'s design, from the hull to the interior layout and decor was part of the appeal. "We like to go very deep on a subject...and I'd rather have the full project than do part of it," de Beaufort says.

Large cruising catamarans are heavy, and while Jousset wanted volume, he also wanted the boat to really move. (Under sail, *ArtExplorer* can easily exceed 12 knots with approximately 15 knots of true wind speed.) So, de Beaufort and Verdier, working with Lateral Naval Architects in the initial concept phase, and later with Perini Navi, strove to make the aluminum structure as efficient as possible. The result is a groundbreaking design with a thin hull shape and long keel. "There's a big step above the waterline that enlarges the hull, but underneath the hull is very thin and very deep to optimize hydrodynamic resistance," de Beaufort says.

"My idea was to build the biggest platform you could make and create a type of 'mansion house' that you drop onto it." Sticking to the gross tonnage limit, under 500GT, was his biggest constraint. Because of cost, regulations and other complexities, "Four hundred ninety-nine is the magic number," Bredy says.

The giant mast, boom, standing rigging and forward cross-section beam were all constructed in carbon composite to lower the weight as much as possible. De Beaufort called on Lorima, one of the only companies in the world to engineer and manufacture this size of mast for multihulls. Carbon composite is expensive but, since the sails needed to be the boat's workhorse, very early on they decided on making that investment. "The brief was to use the sails as much as we can and not use the engine," de Beaufort explains.

When it comes to the LOA of a sailing catamaran, size is governed by the size of the mast and the stress on the sails: *ArtExplorer*'s whopping 180ft mast and more than 13,000 square feet of sail ended up with more than 90 tonnes of tension in the rigging and a 240-tonne compression of the mast.

ArtExplorer's sail plan is fully automated. The mast has no spreaders, which has a huge impact on the windage. "It's crucial to have light spars," de Beaufort explains. "As well as making the catamaran super-stable (so it does not heel, for example), you have to picture the inertia up there – the heavier the rig is, the greater strength it will have to withstand."

PHOTOGRAPHY: BENOIT LINERO

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PHOTOGRAPHY: BENOIT LINERO; DRONE ACTIVITY

Axel De Beaufort even had a hand in designing the loose furniture, collaborating with Pierre Frey to create the rounded bouclé wool sofas and armchairs in the main salon

Inside, natural textures including raffia walls, wooden lamps and textured fabrics add softness while the mast column breaks up the huge salon into cozy zones (opposite page, top). De Beaufort collaborated with Pierre Frey in designing the loose furniture



The enormous mast – wide enough that you can fit a person inside it – had to be transported in one piece from Northern France to the shipyard in Marina di Carrara, Italy, and it was shipped by boat.

Besides challenges of speed, weight and volume, the boat had to be, in effect, designed twice: as a museum and a charter boat. "The two are not compatible with each other," Bredy says. "On a basic level, a large part of the high-end equipment and museum machinery needed to be hidden when the boat is in charter mode and the luxury interiors have to remain highly modular so they could be easily dismantled by the crew and stored away (in museum mode)."

One of the biggest interior challenges was the exhibition tunnel, which consists of 52ft-long LED screens that wrap around the walls. They were engineered by Akumendo and ArScénique so they could be dismantled in panels. "(But) as we quickly discovered, when you put them on a wall inside a boat, you create a sauna," Bredy says. The solution there was to integrate extra air conditioning inside the central mast column.

De Beaufort also had to fulfill Jousset's request for six guest cabins to maximize charter accommodation and squeeze everything around the huge salon-cum-exhibition space. It was a complex jigsaw of a general arrangement and he had to make compromises, most notably, dialing down the cabin size. "I told [Jousset] we can make them very comfortable and cool but they don't need to be big. You're there to enjoy the boat itself in its totality."

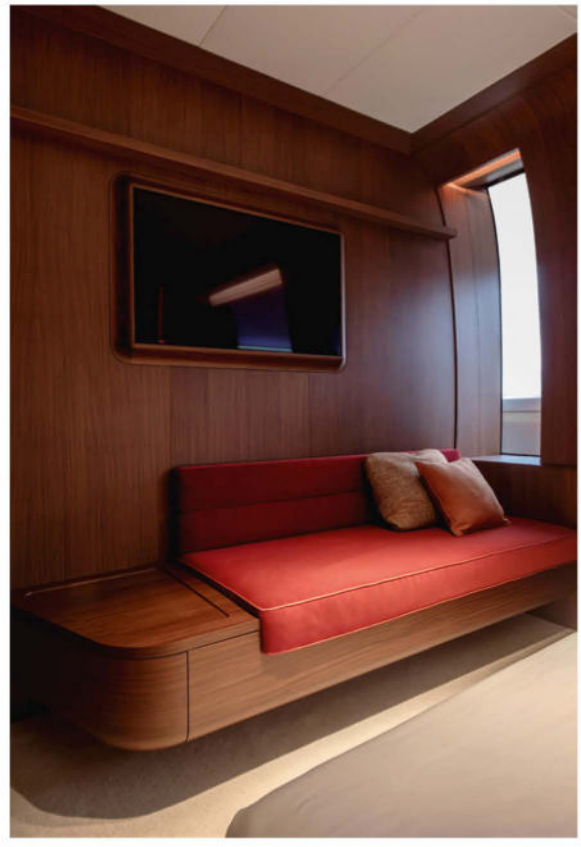
When *ArtExplorer* switches into charter mode, the yacht's interior becomes unrecognizable. An artful mix of varnished mahogany – a staple

PHOTOGRAPHY: BENOIT LINERO; GIULIANO SARGENTINI



The boat had to be, in effect, designed twice: as a museum and a charter boat. "The two are not compatible"







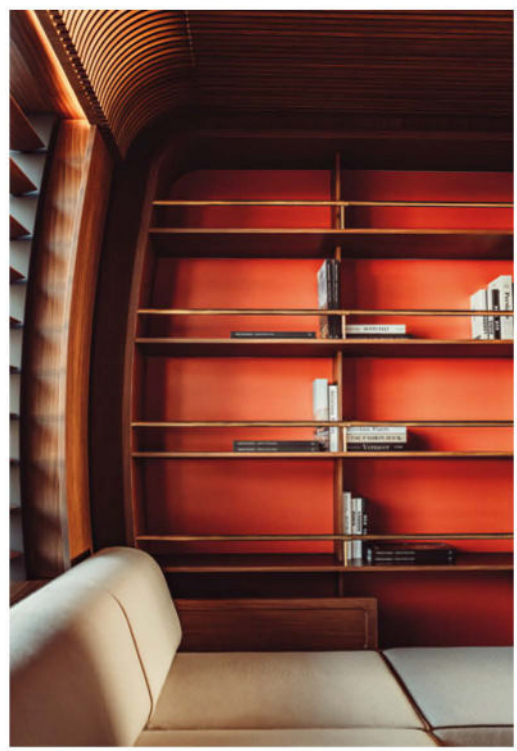
ArtExplorer accommodates up to 12 guests in six cabins, four of which are situated on the main deck, including the owner's suite and a VIP stateroom (above). Below: a library is located in the open-plan main salon

ingredient in classic sailing boats – contrasts with contemporary furniture and fittings. The concrete-look flooring is modern yet, mindful of the 2,000 people trekking through the yacht, extremely hard-wearing. Inspired by the concrete floors of the Fondation Pinault in Venice, Italy, de Beaufort found an alternative that wouldn't crack with movement, a resin floor used in supertankers.

The decor is far from the lavish interior of many luxury charters, and although Jousset was initially skeptical, de Beaufort was adamant it would work. "Everything in the boat is oriented toward natural material and craftsmanship... because the boat is beautiful, and this beauty needs to be expressed in simple things. In the end, [Jousset] trusted me."

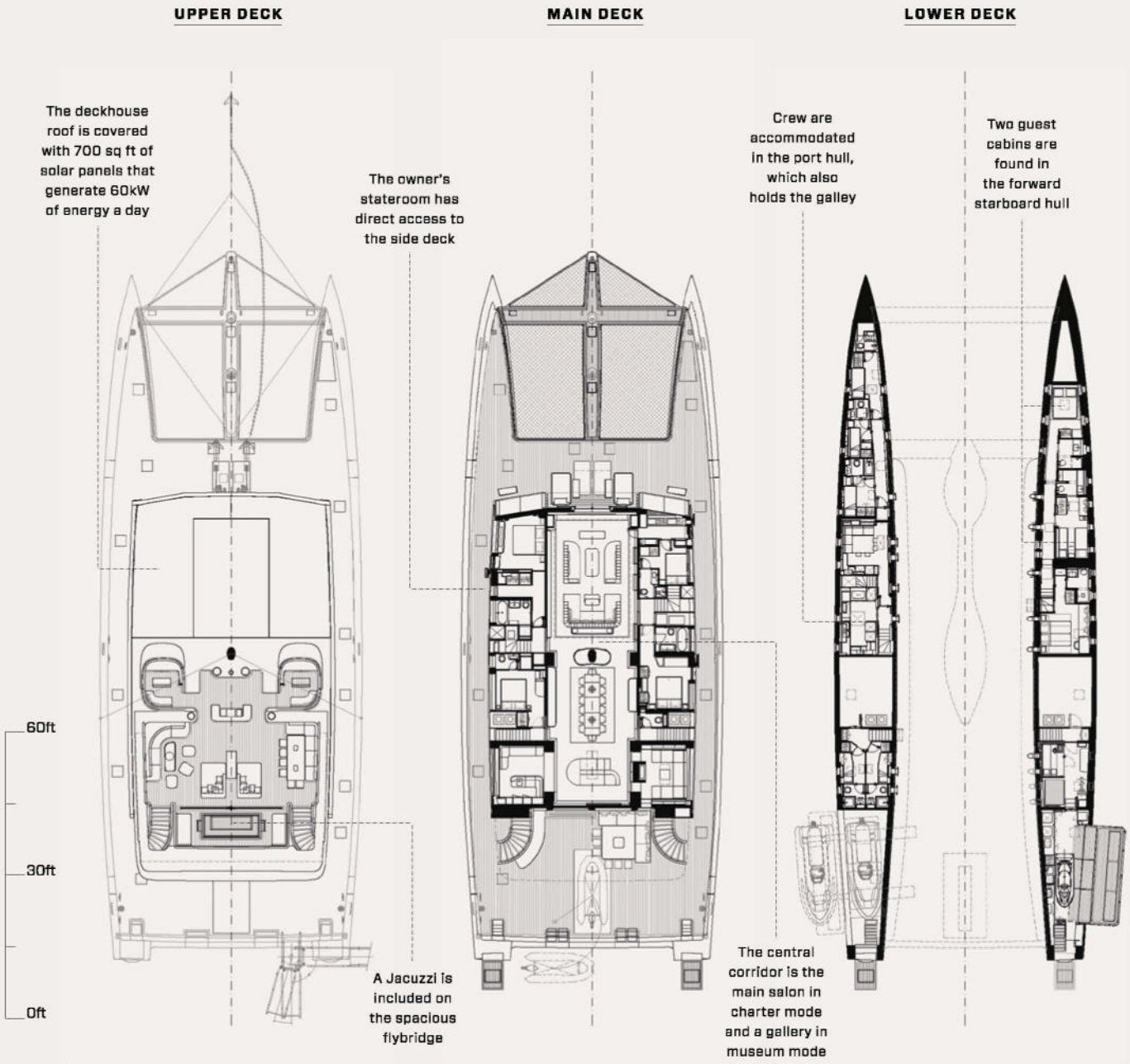
Outside, huge swathes of wraparound bronze-tinted glass continues the futuristic theme, a concept that de Beaufort imagined with the help of Eckersley O'Callaghan, the London-based glass specialist known in the US for its work with Apple and NASA. That was another challenge. Boats naturally twist and move on water. "So, the torsions can be huge when the boat is moving, you can have 50 centimeters (20 inches) of deflection or even more."

In the end, it worked. For Bigagli, Bredy and de Beaufort, the sleepless nights have all been worth it and they can finally turn their attention to other projects. *ArtExplorer* conducted her maiden exhibition in Malta in March, followed by Venice in April. Judging by the crowds she already is attracting, Jousset's plan seems to be on track. ▫



PHOTOGRAPHY: BENOIT LINERO; GIULIANO SARGENTINI

ARTEXPLORER **PERINI NAVI**



LOA 152' 7"

LWL 147' 1"

Beam 56' 5"

Draft 11' 7"

Gross tonnage 497GT

Engines 2 x Caterpillar C9.3

Generators 2 x 118kW Caterpillar C7.1

Speed under power (max/cruise) 13/11 knots

Spars Lorima

Sails North Sails

Sail area 13,078 sq ft

Fuel capacity 9,510 gallons

Freshwater capacity 2,642 gallons

Tenders Ribeye; Narwhal SV-420 rescue boat

Owners/guests 12

Crew 10

Construction Aluminum hull and superstructure

Classification HULL ⊛, MACH ⊛, Charter Yacht – Sailing, A, Unrestricted, AUT, Cleanship, Battery System

Naval architecture Axel de Beaufort; Guillaume Verdier

Exterior styling and interior design Axel de Beaufort; Nacira Design

Builder/year Perini Navi – The Italian Sea Group/2024 Marina di Carrara, Italy +39 0585 5062 perininavi.it

For charter fraseryachts.com

One hull good, two hulls better?

With the catamaran market booming, *Sam Fortescue* talks to the big players and sheds light on what the future holds



Two years ago, we published an article predicting the dawn of the mega multihull age. Ambitious concepts and a fattening order book at the smaller end of the market suggested a new wave was coming. Back then, we counted 29 in-build multihulls over 24 meters (79ft). While the largest of those projects are yet to be delivered, today there are 72 big multis on the order books.

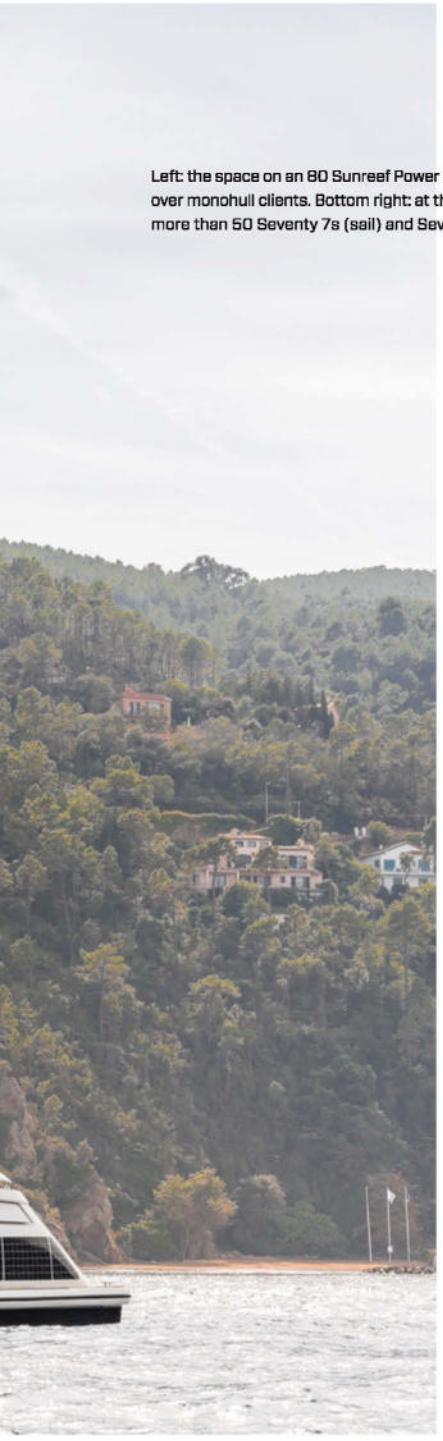
"As designers, we naturally spot trends very early on," says Tim Ulrich of Beiderbeck Designs, an emerging expert on large multihull design. "For three or four years, large catamarans have been making up a significant part of new inquiries, or are at least being discussed as an alternative."

Designer Malcolm McKeon, whose sailing portfolio compasses monohull award winners such as 196ft *Sarissa* and 107ft *Ribelle*, confirms it. "I'd say about 30 percent [of serious inquiries] are for multihulls."

With nearly half of the biggest catamarans in the Global Order Book due to be built by Sunreef, it is little

PHOTOGRAPHY: NICOLAS CLARIS; COURTESY SUNREEF

Left: the space on an 80 Sunreef Power — shown here in its Eco iteration — has won over monohull clients. Bottom right: at the top end of its offerings, Lagoon has sold more than 50 Seventy 7s (sail) and Seventy 8s (power) catamarans



surprise that this visionary Polish shipyard reports dynamic growth. "The stability, the shallow draft, the energy efficiency, the vast living spaces that catamarans offer: monohull owners are turning their attention to catamarans now, as they begin to realize that they can achieve superyacht luxury on a multihull," says Sunreef's public relations director Artur Połoczański. "We know we have played a key role in shaping that trend."

At the smaller end of the multihull segment, Lagoon has launched its 7,000th catamaran and has also tasted commercial success with semi-custom cats from 65 to 78ft – both sail and motor. This twilight market between mass production and one-offs fulfills a demand for space and comfort on a proven platform with global support.

These are not cheap boats, but between the Seventy 7 and Seventy 8 (which go for about $7.5 million to $8.5 million), Lagoon brand director Thomas Gailly says, "we have sold more than 50 units. It's amazing. We sold a lot of Seventy 7s to people who were looking for a much bigger yacht. And two clients bought two Seventy 7s – one for charter and another one for their family."

Buyers of the big Lagoons are often first-time boat owners. "What you can get on the Lagoon today in terms of comfort and way of life is very comparable to nice villas," Gailly says. "They test the lifestyle with charter, they like it, then they buy it. At the next dinner with friends, they talk about it, and then we see new clients coming from nowhere – walking up at boat shows."

But buyers of smaller cats don't always move up in scale. "Smaller cats are indeed a whole different market," Połoczański says. "Everything around 70 to 80ft is beginning to rival superyachts in terms of volume. If you are in the market for a 100ft monohull and stumble upon an 80ft Sunreef Power, you may have a change of heart. Observing people come on board our catamarans for the first time is always a great experience. Every time, they are blown away by the space. That wow effect changes everything."

Performance-oriented catamarans have struggled to grow into the larger end of the scale. Brands such as Gunboat and HH are busiest with orders up to around 65ft LOA. The 92ft all-carbon HH88 is now nearing completion, but it took years to secure the order and Southern Wind's fabulous-looking SWCAT90 has not been so lucky. "I would differentiate the potential client for a 'real estate' catamaran from the client interested in a proper sailing catamaran," says Southern Wind commercial director Andrea Micheli. "The latter would probably come from some sailing experience on big yachts, most likely monohulls. The current [market offering] seems rather oriented to fulfill the expectations of owners interested in enjoying the catamaran when anchored or docked."

Filling a niche, French builder JFA builds fast, seaworthy Long Island catamarans from 75 to 100ft for owners planning to circle the globe. "They are designed and built for long-range cruising," sales manager Gaël Douguet says. "Most of our clients are expecting to sail far, far away with their catamarans. They switch to a larger size and much higher quality and reliability in order to realize a world tour and get away from Med or Caribbean."

Multihulls work well as explorers for many of the same reasons they have been successful as support vessels, where they typically approach yacht finish standards, provide the tender carrying capability of big monohulls and occasionally have flexible





"A new generation is turning their backs on their parents' idea of what a superyacht looks like"

PHOTOGRAPHY: JFA YACHTS/FLY HD – JULIEN BASSET; MALCOLM MCKEON YACHT DESIGN; FEDERICO CEDRONE

accommodations for extra guests or visiting guides and experts.

Support catamarans may ultimately pave the way for owners to order cats as their primary yachts. "Big cats are now an option as a primary or secondary guest vessel – for the sportier excursions they are remarkably well suited to expeditions and adventures," Robert Smith, the founder of ShadowCat, says. "The sporty/edgy aesthetic of the catamaran platform is speaking to the new generation of yacht owners who are turning their backs on their parents' idea of what a superyacht looks like."

Echo Yachts is getting ready to build the world's largest sailing catamaran, at 187ft LOA. All the builder will say is that this cat for an experienced owner will sport two masts supporting an astonishing 17,868-square-foot sail area. "But we have [also] noticed a steady increase in the interest and take-up of catamaran motor yachts in recent years," says Chris Blackwell, the Australian yard's sales and marketing manager, primarily under 500GT but also above.

Most of the action in the catamaran sector is in the 65 to 95ft sector (51 yachts in build), but an impressive seven orders are in the 131ft to 163ft range. There currently are only 14 boats afloat in this category, so it represents a massive leap forward. The current 72 projects in the Global Order Book represent an increase of around one-third of the world's total fleet.

However, for all the buzz and excitement, this sector still represents just a fraction of the superyacht market. Why is that? Sailing boat designer Olivier Racoupeau, who has sketched several catamarans around the 150ft mark, says that it is no longer a question of technical barriers. "The last hurdles are cultural for some sailors. Catamarans are seen as poor sailing yachts, or too extreme. Something in between is needed by the market," he says.

Malcolm McKeon, whose cat designs have yet to leave the drawing board, says: "My opening line is about the budget; these days, I cut to the chase pretty quickly. That way, 80 percent of inquiries get weeded out straight away." For the estimated $200 million cost of the 246ft MM751 performance catamaran, you could certainly get a 280ft monohull instead and, if part of the reason for owning very big yachts is as a yardstick of material achievement, then the longer the better.

Another challenge is around what Ulrich at Beiderbeck calls the early adopter problem. "When an owner decides on a large catamaran, they encounter structures primarily designed for large monohulls: from searching for the shipyard to finding a berth," he says. "Then the risk of making a wrong decision with design parameters is higher and requires a more risk-tolerant owner. Using the example of small catamarans, one can see what happens when this is no longer the case: catamarans of this size are now a growing part of the market."

Several leading catamaran builders say they cannot understand why powerhouses such as Azimut-Benetti, Ferretti and Sunseeker have not flirted with building powercats. Sanlorenzo has taken steps in this direction with its Bluegame brand, which launched the BGM75 in 2023 and has a BGM85 in the works.





Above: Bluegame broke into the multihull market with the 75ft BGM75, unveiled at last fall's Cannes show. Below: designer Malcolm McKeon says inquiries into his performance catamaran line up to 246ft tend not to come from experienced sailors. Left: the JFA *4Ever*, a semi-custom Long Island 78 model, was built for long-distance cruising

Chris Blackwell of Echo Yachts offers this answer: "The entire large superyacht brokerage, design and manufacturing community is knowledgeable, comfortable and physically set up in terms of knowhow, skills and infrastructure to produce large steel monohulls. Shed or delivery canal width constraints hinder many European yards from offering large multihulls [...] Brokers and captains yet to experience a large trimaran or catamaran are also reluctant to promote them to the superyacht buyers they represent."

Smith at ShadowCat also brings up crew. "Lack of operational experience in the bigger cats is an issue, which can lead to resistance from crew," he says. "The clients are excited about the platform – for good reason – but need better support and engagement from their crew. Yachting can be an industry slow to react."

McKeon doesn't see it as complacency but acknowledges the width of a multihull can be a factor. "When it comes to finding builders with a shed big enough to accommodate the beam on these boats, the usual suspects like Royal Huisman would rather build something of the same beam but much longer. Lürssen could accommodate a 110-meter motor yacht with eight times the volume."

Finding a berth in congested yachting hotspots is also an issue until the vessels become large enough that "you can accommodate large tenders, so living on anchor is not such a disaster," McKeon says. "But at some point, the boats need to be maintained and you have the same problem of accommodating that beam."

Almost all of those we spoke to predicted a bright future for multihulls but one global megatrend in particular could act as a much-needed catalyst: climate change. Smith says the catamaran is already 40 percent more efficient than a monohull of the same volume, and he is working on a way to turbocharge that advantage by adding foils in a partnership with Infiniti Yachts.

Echo Yachts says a trimaran performs even better and has been showcasing a 345ft design in Dubai. Throw in sails and you could further reduce the requirements for a heavy engine and bulky fuel tankage.

A new breed of client is emerging, according to Sunreef's Połoczański, and one that looks well suited to the multihull. "Opulence and abundance may not be a priority in the coming years," he says. "Yachting will be more about harmony and a closer connection with nature. It will be about silence and well-being. All of this is a very positive trend, but also an important challenge for the entire industry." ▫



Double delight

Katia Damborsky steps on board Prestige Yachts' landmark catamaran – and finds a spacious platform for laid-back living

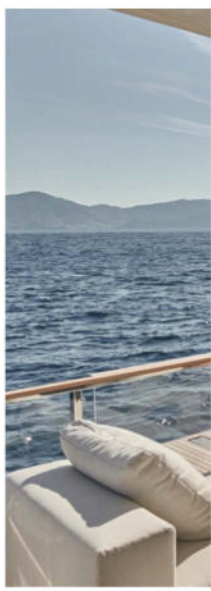
PHOTOGRAPHY JEAN-FRANCOIS ROMERO (EXTERIORS); NICOLA CLARIS (INTERIORS)

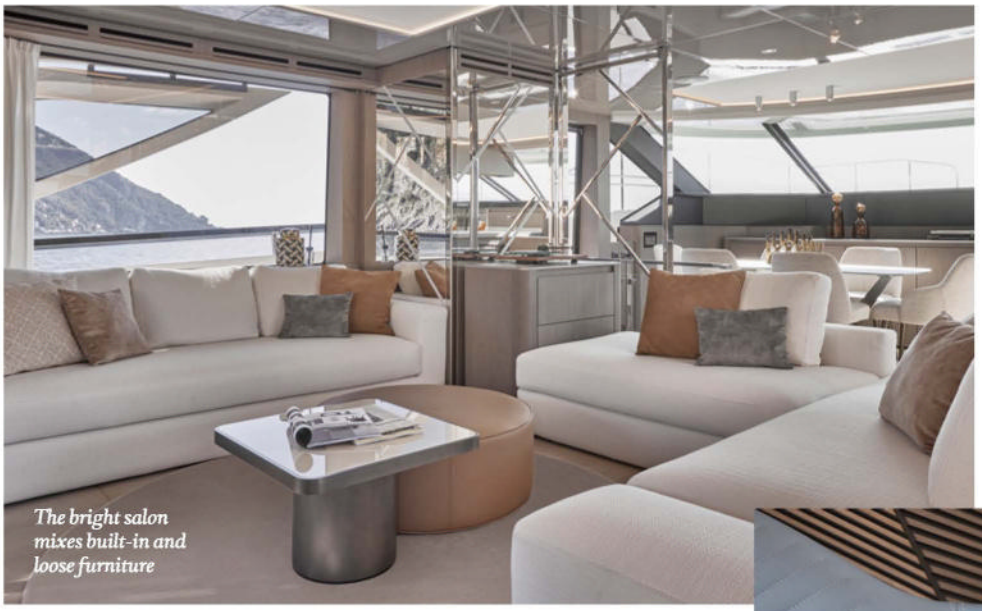


The multihull market is booming, but it's not often you see a conventional sport boat builder re-evaluate its decades-old business model and add a second hull on a new model.

The new M8's design team put so much thought into this boat, its second twin-hull motor yacht (after the M48), that you'd swear Prestige is a pedigree catamaran builder. At heart was this motto: "The king of the boat is always the owner," says Camillo Garroni of Garroni Design, a long-time collaborator of Prestige's parent company, the Beneteau Group. This meant the boat should be able to compare favorably with an owner's bells-and-whistles shoreside residence. Fine idea, but translating it into a slender 65ft envelope was no easy feat, says Lionel Huetz of Marc Lombard Yacht Design Group, the co-designer.

Overall, the yard's ambition for the M8 was considerable. The overhead height is never under 6ft 5in, including in the 377-square-





The bright salon mixes built-in and loose furniture



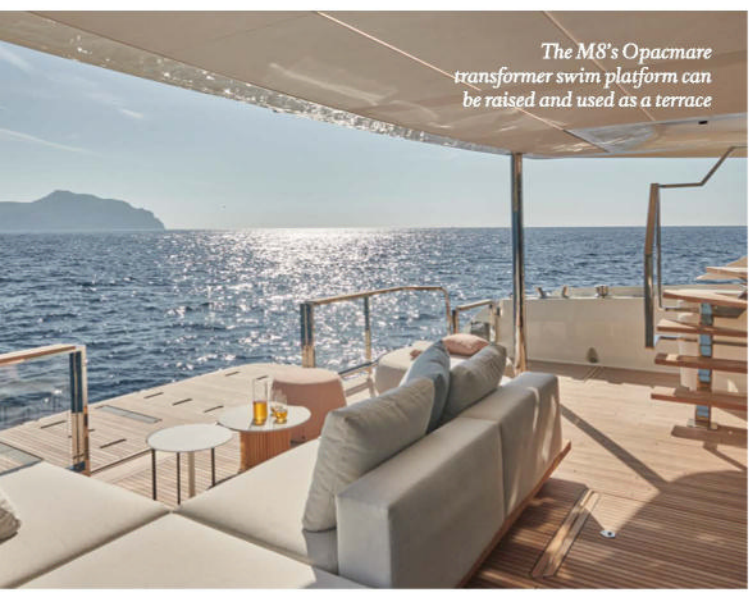
CATAMARAN SPECIAL

M8	**Engines** 2 x
LOA 65'	Volvo D8-600
Beam 29'	CV V-drive
Draft 5' 4"	**Max speed**
Light	21 knots
displacement	**Builder**
90,654lb	Prestige Yachts

foot owner's cabin in the very forward portion of the boat. The M8 sits high above the water and her beam is nearly 29ft, but she doesn't look boxy. "The proportions are balanced, we played a lot with the design of the side windows and the hull windows," Garroni says. Helping to slim it down is the shape of the glass underlining the main and lower decks.

Because this is conceived as a village on water, there's no obvious helm station on the main deck. A central wet bar greets you as you enter the main salon and beyond is a sprawling lounge with light flowing from all-encompassing glass and loose furniture from Pininfarina and built-ins. The open-plan layout comprises the dining area and a galley. A staircase leading to the flybridge is mirrored by a structure opposite that looks like a storage cabinet; it conceals a head accessible from the exterior deck.

Next to the galley is a hidden control panel. You could easily install a helm seat here if you wanted to, but the M8 is meant for the type of fair-weather cruising that requires a flybridge. The captain controls the twin Volvo D8-600 CV engines that give the M8 a top speed of 21 knots and a cruising speed of 17 knots.



The M8's Opacmare transformer swim platform can be raised and used as a terrace

The impressive flybridge also has a dining space for eight, a small sofa, L-shaped seating and a sunpad. But the stand-out al fresco spot is the foredeck sofa arrangement. "We were concerned it would be quite windy," says Rosalie Le Gall, product manager at Prestige Yachts, but happily, it turns out their worries were unfounded, at least on a day like the one I had cruising in Trieste, Italy. As the M8 glided over the water, I enjoyed the serenity of this enclave at the very front of the boat.

At the opposite end, an Opacmare transformer swim platform typically sits at the same level as the main deck. At the touch of the button, it lowers to the water level to create a swim platform or disappears even lower to collect tenders and toys.

The name reflects the conviction that a yacht's size should be judged by volume rather than length. Prestige says its M8 offers the same space as an 85ft conventional monohull would. The M stands for multihull, and the 8 refers to the 80ft-plus category it aspires to. The M8 comes from Prestige Yachts's Monfalcone facility in eastern Italy where it is built using methods borrowed from French boating giant Beneteau Group's industrial roots.

Erwin Bamps, vice president of Prestige Yachts, says the secret of this production is "integrating the savoir faire of industrial yacht building in France and the heritage of building large yachts in Italy." It takes 82 to 84 days to build an M8 with 50 people working on the line. And it can be done with multiple layout options with a galley up or down, for instance. Four guest cabins (in addition to the owner's) are standard but on the first hull, the owner opted for a swish cinema suite instead of a fourth cabin. The M8 has space in spades, and cleverness to spare. □

Cats for sale...

From brand-new behemoths to zippy sailers, the brokerage market is full of enticing multihulls



LOA 100' 1"
Beam 42' 10"
Sail area 4,800 sq ft
Price €9m
fraseryachts.com

Allures

In carbon fiber from hull to mast-head, *Allures* regularly chalks up speeds under sail over 20 knots. Her interior is in mahogany and fig tree wood with leather fittings.



LOA 80' 1"
Beam 98' 1"
Power 2 x Volvo Penta IPS
Price €6.75m
northropandjohnson.com

VisionF *82 ALU*

Available for delivery this year, this new VisionF 82 ALU offers jumbo swim platforms on either side and a central hydraulic platform. There's ample al fresco space further up, plus a light-filled salon.



LOA 74' 10"
Beam 35' 5"
Sail area 3,013 sq ft (upwind)
Price €6m
burgessyachts.com

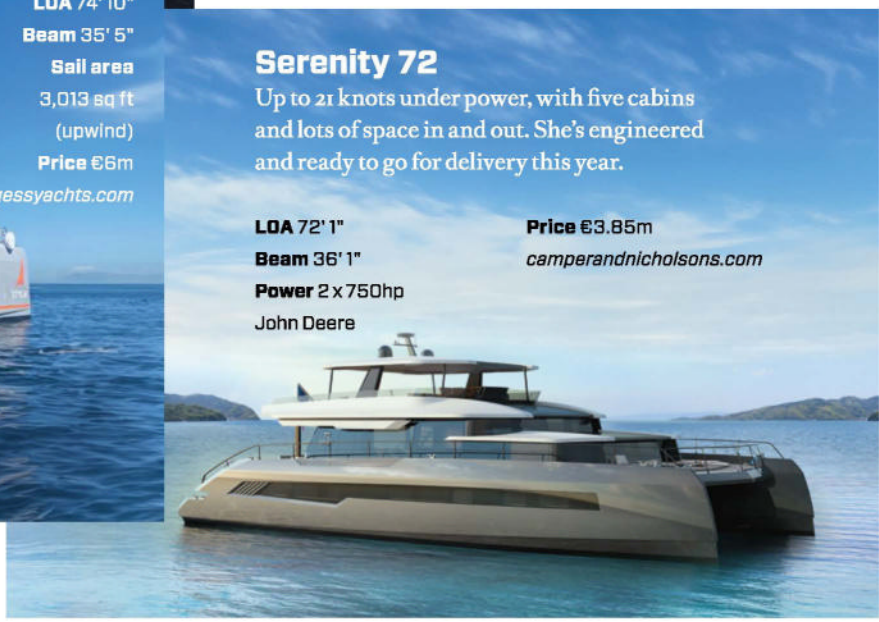
Stylia

This nearly-new Sunreef 70 lacks little in the way of bells and whistles. *Stylia* was built in 2022 to commercial standards, but was only ever used privately.

Serenity 72

Up to 21 knots under power, with five cabins and lots of space in and out. She's engineered and ready to go for delivery this year.

LOA 72' 1"
Beam 36' 1"
Power 2 x 750hp John Deere
Price €3.85m
camperandnicholsons.com





CATAMARAN SPECIAL

This Is It

This astonishing Tecnomar catamaran, which looks like nothing else out there, puts her great volume to fantastic use, with a huge master suite and 6,458 square feet of windows, a massage room, game room, outdoor pool and central bar.

LOA 142' 8"
Beam 47' 7"
Power 2 x MTU 16V 2000
Charter From €450,000p/w
iyc.com

Sameli

Speed and comfort set this Balance cat apart. Refitted only last year, she is available in the Greek islands and offer 25 knots-plus.



LOA 75' 5"
Beam 34' 5"
Guests 10 + 4 crew
Price From €49,000p/w
istion.com



LOA 78' 8"
Beam 37' 8"
Guests 8 + 4 crew
Price From €77,000p/w
twwyachts.com

GreyB

This Sunreef 80 sailer offers laid-back lounging, a bar and plenty of deck space.



LOA 138' 5"
Beam 54' 5"
Guests 10 to 12
Price $260,000p/w
burgessyachts.com

Hemisphere

This vast cat is a diver's paradise, with a PADI-certified, Nitrox-capable dive center and an instructor-captain. There are also tournament-standard fishing facilities for those who prefer to admire fish above the water.

...and charter

PHOTOGRAPHY: BURGESS; COURTESY IYC

THE OCEAN AWARDS 2024

They deserve accolades for their efforts to protect the oceans. Claire Wrathall *presents the winners*

Every summer, the Ocean Awards recognize the individuals, community groups, innovators and academics who are making a significant contribution to the improvement, understanding or protection of the marine environment.

This year, the awards attracted 153 entries from across the world, which our distinguished panel of judges whittled down to a shortlist of 23. However, there can only be six winners, although this year, exceptionally, the judges gave out an extra Special Award.

For more details on the winners, categories and ways to enter, go to boatint.com/oceanawards



PHOTOGRAPHY: GETTY IMAGES



WINNER

Kura Paul-Burke

PROFESSOR OF MARINE RESEARCH AT THE UNIVERSITY OF WAIKATO, NEW ZEALAND, FOR THE RESTORATION OF THE SHELLFISH POPULATION IN ŌHIWA HARBOUR

LOCAL HERO AWARD





Professor Kura Paul-Burke (on the left above and diving here) helped restore mussel beds in Ohiwa Harbour assisted by ancestral knowledge

"In 2007, there were 112 million baby kuku [mussels] in a continuous two-kilometer reef," Kura Paul-Burke says, but their numbers were plummeting. Something was "eating the mussels out of existence." The culprits were thousands of 11-arm predatory starfish. "In a healthy balanced ecosystem, you'd expect to see around 15 "pātangaroa" per hectare," she says. "We found 50,000."

A Māori and descendant of the Ngāti Awa coastal tribe, Paul-Burke consulted tribal elders who told her where the mussel beds had historically thrived and helped her map them.

Then with tribal volunteers and help from the University of Waikato, she set up four restoration stations where baby mussels could be nurtured. Instead of plastic, these nurseries were made from natural fiber from dead leaves of the native cabbage tree, woven into rope. When the lines biodegrade, young mussels fall to the bottom to regenerate on the seafloor. Sixteen years later, the mussels are thriving again.



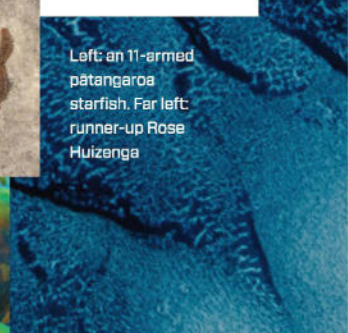
RUNNER-UP

ROSE HUIZENGA

GILI AIR ISLAND, INDONESIA

For Coral Catch, an initiative to empower local women and protect and restore the coral reefs of Indonesia. coralcatch.org





Left: an 11-armed pātangaroa starfish. Far left: runner-up Rose Huizenga



The beauty of Free's strategy is that it can be easily implemented by all fisheries and drastically reduces fatalities in marine mammals

Pacific Dungeness crabs feed a lucrative industry in the US. These delicacies account for more than 25 percent of California's $200 million commercial fishing industry's revenues. But humpback whales and sea turtles often become entangled in the lines that connect the bottom traps with surface buoys. Calls for regulations threatened the local economy.

Extensive research, which required developing a computer model to analyze and compare data from various management strategies, as well as whale behavior and crab populations, showed fewer lines was the way to go. Christopher Free says, "Reducing the amount of gear allocated to the fishermen outperformed a lot of the more complex management strategies," and a 30 percent reduction proved the most efficient with the least impact on fishing.

Free says there is always room for improvement, but he maintains, "I really believe gear reductions offer the most promise for saving whales while maintaining a profitable fishery." Stringing multiple traps from the same line would be better yet but for now, California bans the practice.

WINNER

Christopher M. Free

OF UNIVERSITY OF CALIFORNIA SANTA BARBARA MARINE SCIENCE INSTITUTE, FOR AN INITIATIVE TO PREVENT HUMPBACK WHALES FROM BECOMING ENTANGLED IN FISHING GEAR

SCIENCE AWARD

PHOTOGRAPHY (PREVIOUS PAGES): GETTY IMAGES. THESE PAGES: GETTY IMAGES; JOE BURKE FROM MUSA ENVIRONMENTAL

>>

WINNER

Diego Cardeñosa

OF FLORIDA INTERNATIONAL UNIVERSITY'S GLOBAL FORENSIC AND JUSTICE CENTER, FOR HIS WORK IN USING DNA ANALYSIS TO COMBAT THE ILLEGAL TRADE IN SHARK FINS

INNOVATION AWARD



According to the Shark Research Institute, up to 100 million sharks are killed annually for their fins. "It's the ultimate threat" to the existence of some species, Diego Cardeñosa says. The practice is "controlled" but not banned.

Certain types of shark (and their parts) can still be traded if they are "legally caught and traceable through the supply chain, and their extraction is not detrimental to the species' survival," Cardeñosa explains. But once a fin has been dried and processed, it isn't obvious which species it comes from, making it easier to hide fins from illegally fished species among meat from licensed species.

After 10 years of research, Cardeñosa has developed a "rapid, portable inexpensive in-port DNA protocol" that can identify all species of sharks and rays. "It's like a Covid-19 test" with a PCR test identifying the DNA from a tiny fragment.

The ability to test shark products enables organizations such as Interpol to crack down on illicit traders on the spot.

"Our goal is to bring this technology to as many countries as possible." And to design further protocols "to detect other species subject to wildlife trafficking."





"DNA is the ultimate forensic evidence," says winner Diego Cardeñosa (right and above left). Left: runner-up Ben Williams

RUNNER-UP

BEN WILLIAMS

ZOOLOGICAL SOCIETY OF LONDON AND UNIVERSITY COLLEGE LONDON

For his application of machine learning to automate the analysis of marine soundscapes to detect illegal bomb fishing in Indonesia

PHOTOGRAPHY: ADOBE STOCK; GETTY IMAGES; JONO ALLEN, OCEAN CULTURE LIFE; JILLIAN MORRIS-BRAKE; PABLO LLONCON; FLAVIO GASPERINI

Below: education and contact with nature generate change, says Oceanósfera's co-founder. Bottom right: runner-up Alastair Allan







WINNER

Oceanósfera

FOR ENCOURAGING A NEW GENERATION OF MARINE ENTHUSIASTS AND PROTECTORS IN CHILE

PUBLIC AWARENESS AWARD

This nonprofit seeks "to educate and inspire people to care for the ocean and its biodiversity," says Carolina J Zagal, one of the organization's three co-founders. It teaches young people, particularly in rural coastal communities, about Chile's nearly 4,000-mile Pacific coastline, the ocean and its marine biodiversity.

"I want today's kids to enjoy nature and have access to information about the sea life they observe," she says. Part of her mission is to write and publish children's books illustrated with underwater photography.

The organization also runs workshops and activities for young people, families and park rangers, providing them with field guides, books and ready-to-download digital guides.

The Oceanósfera team hopes to secure funding to create the first marine education center in the south of the country, "to allow kids to learn to dive along with watersports such as sea kayaking" – or just "dry and warm up after exploring the cold beach outside."

RUNNER-UP

ALISTAIR ALLAN, BOB BROWN FOUNDATION
HOBART, TASMANIA

For its campaign to end krill fishing in Antarctica
endkrillfishing.org.au

>>

WINNER

Solomon Pili Kaho'ohalahala

LĀNA'I, HAWAII

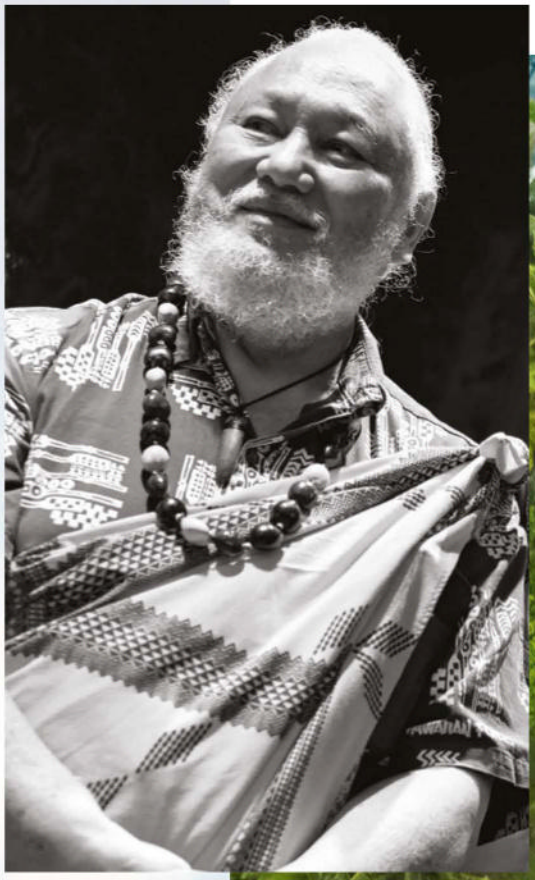
LIFETIME ACHIEVEMENT

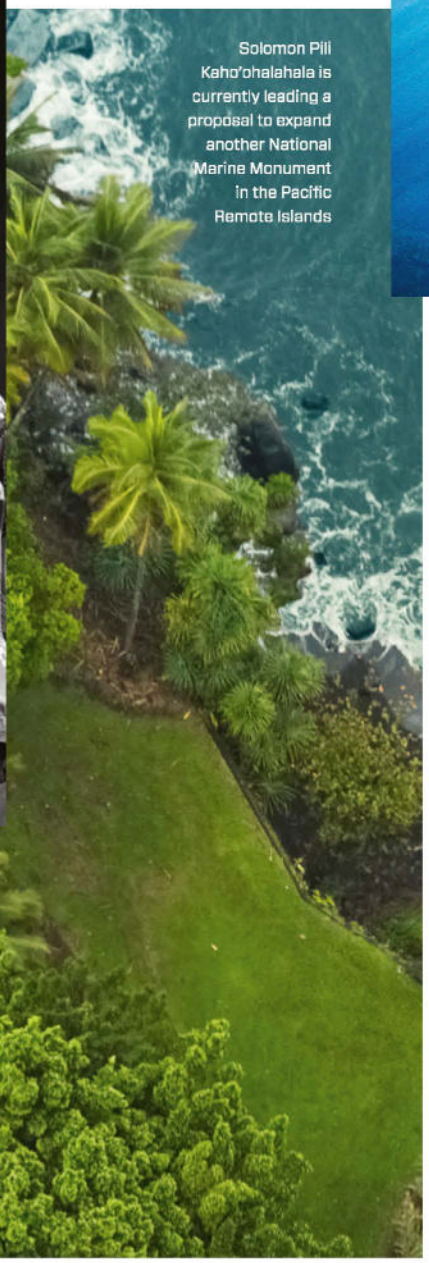
A former member of the Hawaii House of Representatives, Solomon Pili Kaho'ohalahala, 73, descends from seven generations of Polynesian ocean voyagers and has dedicated his life to protecting what has long been his family's – and his homeland's – lifeblood.

He is currently the Native Hawaiian Elder representative on the advisory council of the Papahānaumokuākea Marine National Monument (an area of 582,578 square miles encompassing 10 islands and atolls). Uncle Sol, as he is widely known, petitioned for its expansion in 2016, making it the biggest conservation area in the US.

His advocacy career began in 1978 when he successfully campaigned for his home island, Lāna'i, to become a Marine Life Conservation District, an initiative that banned commercial fishing from the area. More recently, he has advocated for a moratorium on deep-sea mining and for the inclusion of the voices of indigenous people.

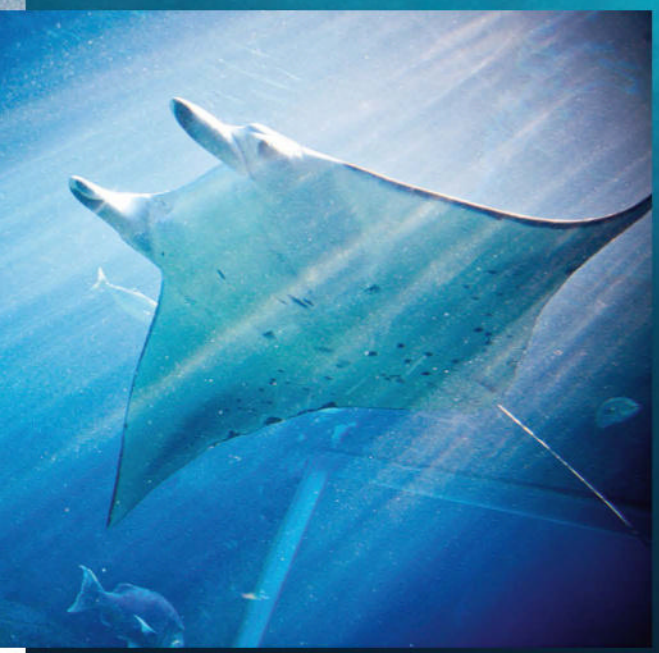
"If mining companies start using the ocean floor for profit, they do so knowing that they are decimating sacred and cultural connections. I want to be the voice of our ancestors; we come from this place. This is our home."





Solomon Pili Kaho'ohalahala is currently leading a proposal to expand another National Marine Monument in the Pacific Remote Islands







When Ghofrane Labyedh (below) arrived in Cameroon, little was known about the shark population

WINNER

Ghofrane Labyedh

MANAGER OF THE RAYS AND SHARKS PROGRAM AT THE AFRICAN MARINE MAMMAL CONSERVATION ORGANIZATION AND THE MANTA TRUST, CAMEROON

YOUNG INITIATIVE AWARD

Ghofrane Labyedh had planned to study genetics, but after moving to the Mediterranean city of Monastir in Tunisia, she found herself captivated by the ocean and switched to marine biology. Work later took her to Cameroon, which has 240 miles of Atlantic coastline and a high concentration of fisheries. Little was known about the shark population in these waters, and, as the head of the African Marine Mammal Conservation Organization's (AMMCO)shark and ray program, her first challenge was to get local fishermen to participate in a citizen-science program and to persuade them to start keeping records of everything they landed, uploading photos of their catches onto an app that AMMCO had created. Since, she has been able to analyze more than 4,000 images and identify the existence of 45 different species of shark and ray.

Eventually, she envisions an atlas on the different species of sharks and rays captured, "incorporating data on their distribution and trends along the landing points in the northern coastline of Cameroon." Because in the end, as she says, "We can't improve what we haven't measured."



PHOTOGRAPHY: KENA BETANCUR/AFP (PHOTO BY KENA BETANCUR/AFP VIA GETTY IMAGES; ADOBE STOCK; GETTY IMAGES

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JUDGES' SPECIAL AWARD FOR MARINE PROTECTION

FOR THE BAN ON THE FISHING OF SAND EELS IN THE ENGLISH AND SCOTTISH WATERS OF THE NORTH SEA

WINNERS

The UK and Scottish governments; Natural England; Joint Nature Conservation Committee; Royal Society for the Protection of Birds; ABP Marine Environmental Research; Centre for Environment, Fisheries and Aquaculture Science; Economics for the Environment Consultancy

PHOTOGRAPHY: GETTY IMAGES; ADOBE STOCK

Sand eels (properly known as sand lances) are an important food source for seabirds, including puffins and Arctic terns, marine mammals such as harbor porpoises, seals and Minke whales, and fish such as haddock and whiting.

They're plankton feeders with substantial fat reserves, which makes them unpalatable but that didn't stop us fishing them. In 2021, about 11 billion individual sand eels were caught in British waters to be used mostly as pet food, fertilizer and livestock and salmon feed. The Danes also used them, alongside cheap coal, to fuel power stations.

With their numbers dwindling and seabirds beginning to starve, a ban was enacted by the UK and Scottish governments. After consultation, the UK government "decided to prohibit the fishing of sand eels within English waters of Area 4 [North Sea]." This measure, applicable to vessels of any nationality, became effective in March 2024, just before the start of what would have been the next sand-eel fishing season. □









Sand eels (above left) are an important food source for Arctic terns (above) and seals (left)



THE JUDGES

Professor Martin Attrill Professor of Marine Ecology, University of Plymouth • **Hugh Fearnley-Whittingstall** Chef and campaigner • **Aino Grapin** CEO, Winch Design • **Frederikke Magnussen** Co-founder, A Plastic Planet • **Professor Callum Roberts** Professor of Marine Conservation, University of Exeter • **Professor Yvonne Sadovy** Professor of Marine Biology, University of Hong Kong

Co-chairs

Sacha Bonsor Editor-at-large, *BOAT International* • **Charles Clover** Co-founder and Senior Adviser, Blue Marine Foundation

BOAT BLUE MARINE FOUNDATION



The Infynito's unusual foredeck allows for indoor-outdoor living with added protection from the elements. It comes in three different layouts

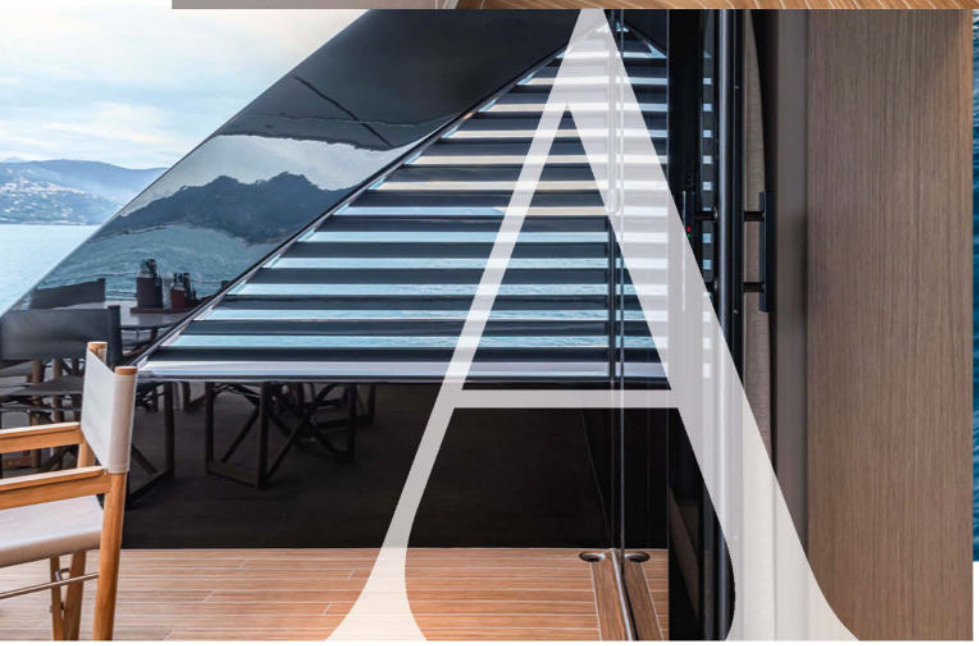
BOWDACIOUS

With a few environmentally friendly options, bold design choices and a flexible layout, Ferretti Yachts' Infinyto 90 is something quite new, says *Kevin Koenig*

PHOTOGRAPHY
ALBERTO COCCHI









As I was touring the new Infynito 90 from Ferretti Yachts at the Cannes Yachting Festival last year, I started thinking about dinosaur bones. Ironically, the reason this boat had me contemplating fossils was because it is so forward-thinking. The yacht's foredeck design is what the builder is calling an "All-Season Terrace" and when you are standing in it, with rib-like tilting louvers overhead, it feels a bit like you are inside a dinosaur skeleton. Open on the sides, the structure creates a winter garden in a space where you would rarely find one. It is a novel design that earned the Infynito 90 a BOAT Design & Innovation Award in the Outstanding Lifestyle Feature category.

The motivation for this yacht's defining characteristic was the market in which the Italian builder expects it to flourish: Asia. "Owners in Asian markets want a solution that ensures total privacy and extensive protection from the elements and direct sunlight," Ferretti's chief commercial officer Stefano de Vivo says. "The Infynito 90 is the perfect fit for these needs and, in fact, the first unit is for a Chinese owner. The owner fell immediately in love with the model because it perfectly embodied his desires and idea of a boat. It was just what he had been looking for."

Privacy and protection from the elements, however, translate well to other markets, as would the layout





Both the living and work spaces on the Infynito take advantage of the model's fulsome volume. The enclosed flybridge is a first for Ferretti Yachts and the exterior designer took care to integrate it harmoniously

>>



The enclosed flybridge offers extra guest space with a sky lounge that opens to al fresco dining and sun loungers on the aft deck (opposite page, top). On the main deck below (opposite page, bottom right) there is indoor dining with views over the bow lounge and all the way aft to the cockpit

flexibility. Three versions are available for this area – a full bar setup, a Jacuzzi or an al fresco dining room. Notably, the dining room option is only on the table if the owners decide they want their stateroom to be on the main deck (on the forward end). Otherwise, an interior dining room occupies the forward portion of the main deck and the owner's stateroom goes to the lower deck.

Filippo Salvetti, the Infynito's exterior designer, offers a high-minded description of the bow deck that illustrates the lofty ambition behind this project. "Personalization is becoming more necessary than ever," he says. "So we wanted to give the customer the choice to install a Jacuzzi, a private bar for enjoying convivial moments, or a sophisticated lounge from which to gaze, in company or in solitary meditation, into the infinity that surrounds us. The decision [to put all these options] in the bow was dictated by the very raison d'être of the boat: navigation." Got all of that?

The sole here, as it is throughout the boat, is made with teak lamella, as opposed to more traditional planks. Besides the eco-friendliness of using recycled wood, Ferretti says the lamella, more flexible than planks of teak, makes for more elegant corners on the boat and it allows for more design flexibility. The teak alternative is part of Ferretti Group's FSEA (Ferretti Sustainable Enhanced Architecture) initiative, which offers a package of environmentally sensitive options. The FSEA program also includes photovoltaic panels installed on the Infynito's superstructure – feeding solar energy to a 120kW lithium battery pack for eight hours of diesel-free energy at anchor – sustainable bamboo fabrics, regenerated leathers and eco-friendly water-based paints.

Besides the bow deck, another departure for Ferretti Yachts on this boat is the fully enclosed

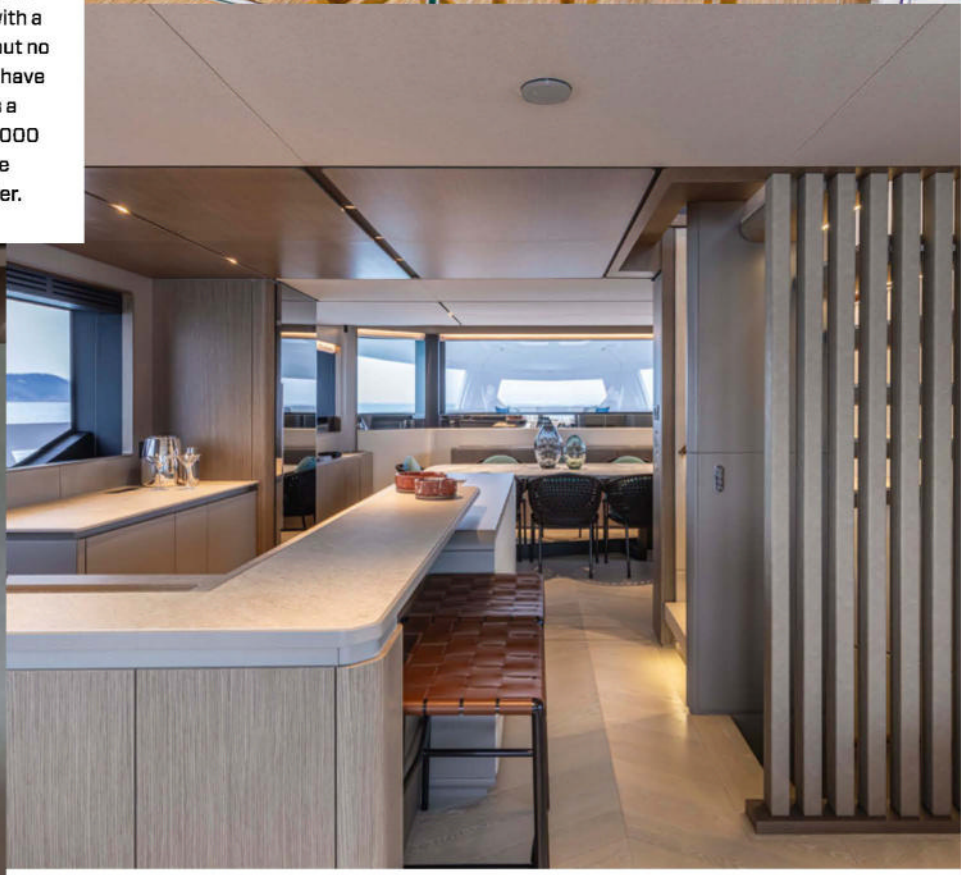




LITTLE SISTER

While not making a tremendous amount of noise about this model, Ferretti Yachts is intent on keeping the momentum of the Infynito line going with a newly announced Infynito 80. The first unit is currently under construction in Marina di Ravenna, Italy, and like her big sister will have an interior by the team at IdeaelTALIA. The 80 will have similar design characteristics of the 90, like the all-season terrace and FSEA componentry. However, the forward portion of the flybridge will only be semi-enclosed with a hardtop and side windows, but no aft bulwark. The 80 will also have MAN V12s and right now has a projected range of around 1,000 nautical miles. So picture the Infynito 90, but a little smaller.



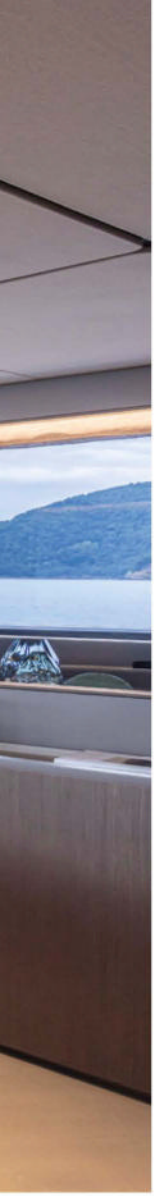


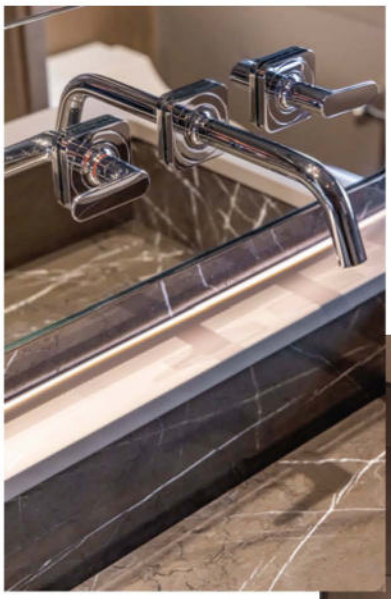
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Ferretti envisages this model as a long-range cruiser, ready to take on lengthy voyages and just about anything Mother Nature throws her way

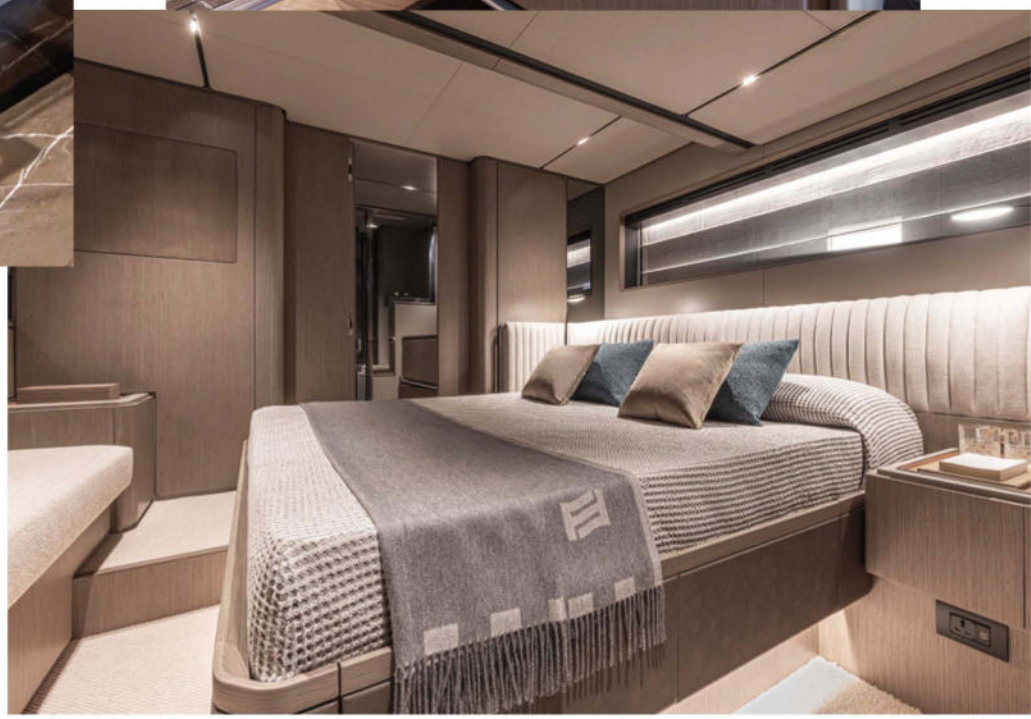












Neutral shades as well as natural and eco-friendly fabrics are used throughout the yacht, with the comfort required for long-range voyaging. The interior is versatile to cater for the needs of the individual owner

forward portion of the flybridge, a first for the builder. The helm here has two Poltrona Frau seats facing three Simrad screens. The reason for the enclosed helm is that Ferretti envisages this model as a long-range cruiser, ready to take on lengthy voyages and just about anything Mother Nature throws her way. An extended journey undertaken at an open helm is the surest way to make a 40-year-old captain look prematurely 60.

Behind the helm is an enclosed sky lounge with a pleasing view. The after portion of the flybridge is exposed to the elements and has a chic al fresco dining table and modular sun loungers sitting pretty on that teak lamella.

One challenge the enclosed flybridge presented to this yacht's design was the boat's aesthetics. So many boats with enclosed upper decks in this size range wrestle with a look reminiscent of a Yeti cooler – although some, frankly, seem to embrace it. Not so with the Infynito. "Given that this is a product with huge spaces, the challenge was to find the right equation between volumes and forms," Salvetti says. "The all-season terrace is the focus of the design and required detailed proportional studies to integrate it harmoniously in the structure as a whole."

Salvetti displayed deft touches, alternating glass panels and open spaces to soften and slim down the yacht's profile. A slight camber in the flybridge hardtop and the deck line play nicely with the open space at the bow and juxtapose gentle, feminine lines with the reverse-rake windshield's inherent workboat-like masculinity. Irregular-shaped hull-side windows with a slightly curved bottom also help to soften and lengthen the Infynito's lines.

As for the interior, Ferretti tapped Alessio Battistini and Davide Bernardini of IdeaeITALIA to bring the design to life. The duo explain their directives for the model. "We wanted to give the new line a clear and recognizable identity while remaining true to the founding principles that mark out the Ferretti Yachts brand," they say. Think symmetry, simpler lines and lots of freestanding furniture. They developed two





interior schemes, one contemporary and the other dubbed classic, which features slightly darker, earthy tones.

The Infynito's salon is open-concept and has a very breezy overall feel. Large near sole-to-ceiling windows heighten the ambiance in this regard. One thing I was rather surprised to see on the boat in Cannes was a country kitchen, which would likely work well in the US. This open kitchen is an option; a more formal version is also available with a private service passageway.

In the salon the Infynito's considerable 24ft beam is indispensable for creating the overall sense of space, and the beam carries forward to the dining table for eight. Here, a large forward-facing window opens out on to the bow deck. Glancing back, I notice a straight line of sight to the sea through the yacht's glass doors and the large cockpit beyond them, no doubt an inspiration for the Infynito's name. It wouldn't be the same effect with an on-deck owner's suite.

Below and amidships in this layout, the owner's stateroom takes full advantage of the beam. A highlight here is the radiant marble, dark and deliciously swirled with gray veins. The VIP is in the forepeak, where the king-size berth is athwartships in an unusual layout.

More orthodox is the Infynito's engine room, where twin 1,550-horsepower MAN V12s reside. With those engines, the yacht is reported to hit a top speed of 20 knots and have a 15-knot cruise.

A more powerful option is available with twin 1,800-horsepower MAN V12s that deliver a maximum speed of 22 knots and a cruise of 17 knots. At the economic speed of 10 knots, the range is 1,400 nautical miles, enough to get the Infynito from Miami to St Maarten on a single fill-up. Service points on the 90 I saw were readily workable and I was impressed by the amount of space in this area, for an Italian-built boat anyway. The custom-designed and RINA-certified fire system was another bonus that captains will no doubt appreciate.

It's rare to see such a burly and long-range-focused offering from a builder that typically places aesthetics top of the list. But with its pioneering design, I don't think the Infynito 90 is in danger of looking prehistoric any time soon. □

Top: recycled wood and teak alternative is used throughout, both inside and out. Above: the enclosed top deck helm features three Simrad screens

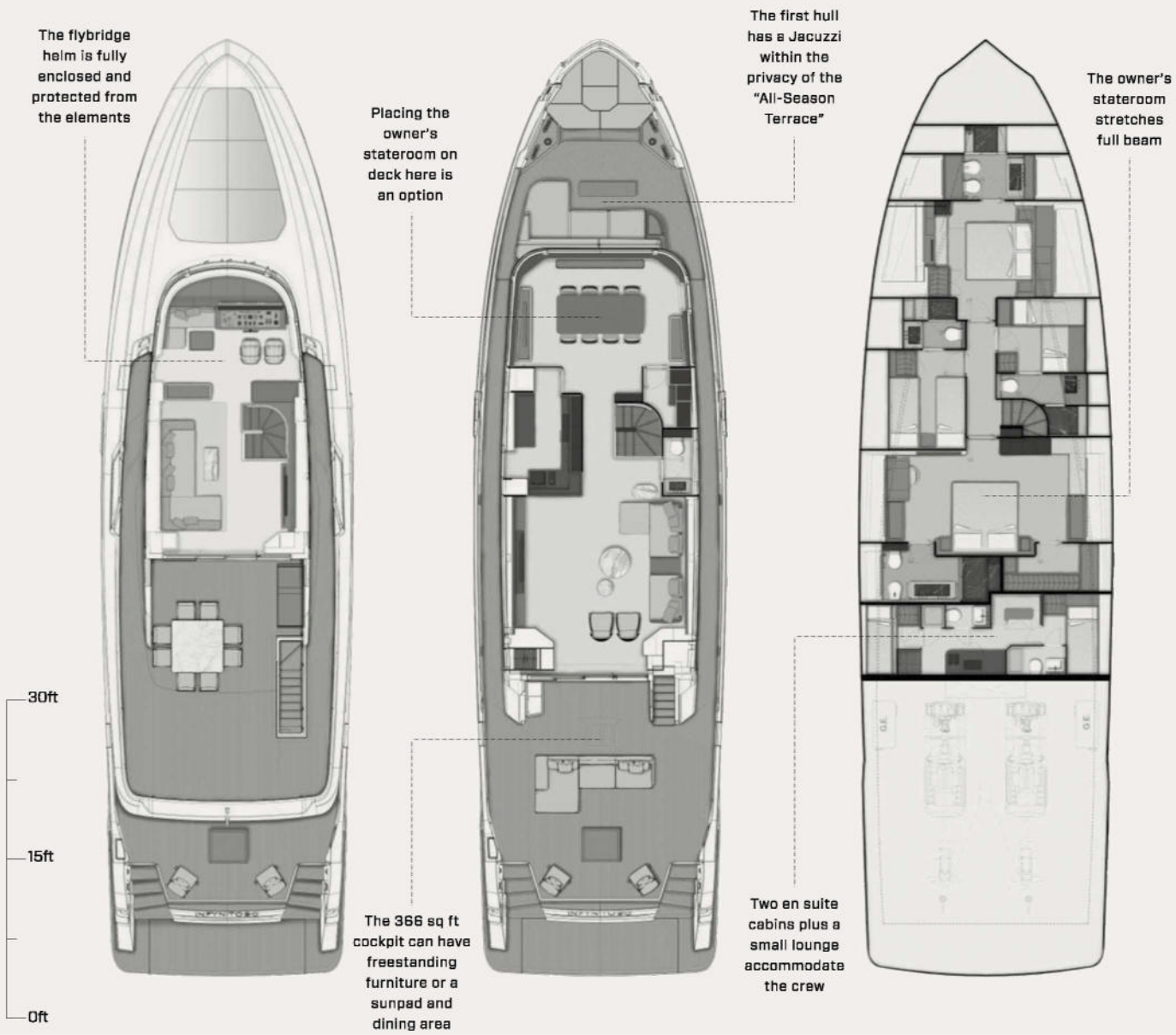
INFYNITO 90

FERRETTI YACHTS

UPPER DECK

MAIN DECK

LOWER DECK



LOA 88' 6"
LWL 78' 1"
Beam 24' 1"
Draft 6' 3

Engines
2 x 1,800hp MAN V12

Generators
2 x 35kW Kohler

Speed (max/cruise)
22/17 knots

Range at 12 knots
1,200nm

Fuel capacity
3,302 gallons

Freshwater capacity
476 gallons

Tender option
Williams DieselJet 415

Owners/guests
8

Crew
3

Construction
Composite hull and superstructure

Naval architecture
Ferretti Group

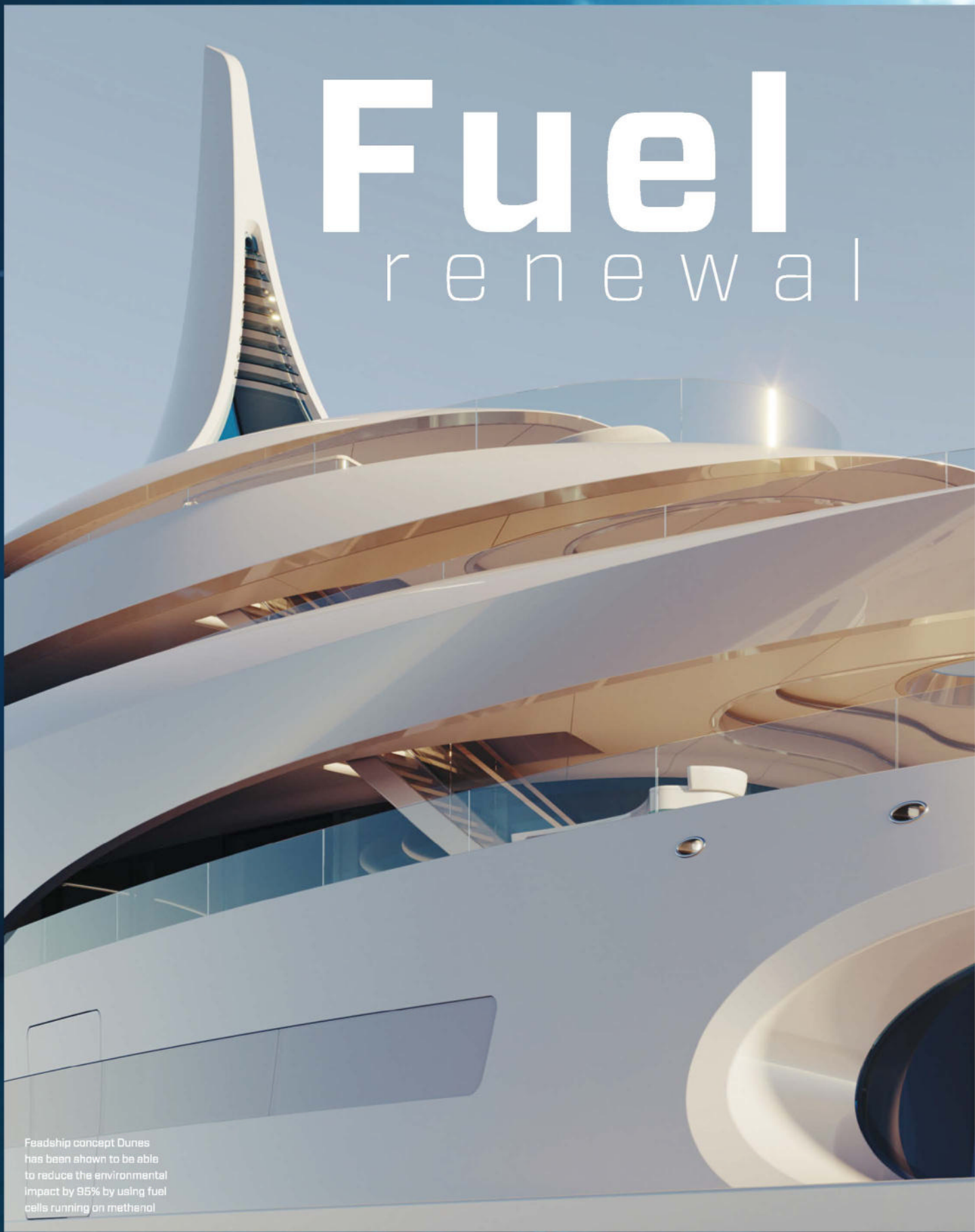
Exterior design
Filippo Salvetti

Interior design
IdeaelTALIA

Builder/year
Ferretti Yachts/2023
Forlì, Italy

+39 0543 787511
US: (954) 462-5527
customer.service@ferretti-yachts.com
ferretti-yachts.com

Fuel renewal



Feadship concept Dunes has been shown to be able to reduce the environmental impact by 95% by using fuel cells running on methanol



Hydrogen fuel cells have been hailed as the future of green yachting, but it's a little more complicated than that, as *Sam Fortescue* discovers

Humanity had to wait until 1965 before someone at Siemens thought of using a hydrogen fuel cell to drive a boat around a pond in Bavaria. We'd known of its potential since scientist William Grove built a "gas battery" in 1842, but the technology has grown in leaps and bounds in the past two decades. Now the brightest minds in boatbuilding believe it may hold the key to silent, carbon-free power and guilt-free yachting.

Shipping may produce only three percent of global emissions, with superyachts a vanishingly small sliver of that, but for some that is not the point. "Safeguarding the sea is essential, as a common good of inestimable value; a collective obligation that directly affects our industry," says Massimo Perotti, executive chairman of Sanlorenzo. "Building today the sustainable boats that will ply the seas of tomorrow means being a spokesperson for an environmental and moral revolution."

It is a view echoed by the owner of the 50Steel yacht that Sanlorenzo is currently building with a fuel cell. "Adopting cutting-edge green technology such as hydrogen fuel cells undoubtedly brings practical advantages," he says. "But it is primarily a choice rooted in a world view and a particular commitment to sustainability. It also reflects a personal spirit of experimentation and innovation.

"Currently, all components are prototypes and therefore expensive, but if, as hoped, a broader adoption of this new system takes off, economies of scale and the amortization of design expenses will gradually lower the costs. The same applies to green fuel: today it is still quite expensive, but it is clear that the price will decrease as market demand increases in the coming years."

If the revolution is already well under way at Sanlorenzo, Lürssen is not far behind with its 375ft Project Cosmos, and Feadship is also building a 300ft-plus yacht with a hydrogen fuel cell. Other yards are at the concept stage, such as Baglietto with its Bzero system, which generates renewable power to turn water into hydrogen fuel.

>>



Sinot's 367ft concept Aqua proposed hydrogen as fuel

The beating heart of all these hydrogen-based projects is a device that extracts electricity from hydrogen without resorting to combustion – the fuel cell. You feed it with hydrogen and air at one end, producing water at the other. Electricity is merely a byproduct of this process. There are many different types, but the most common in vehicles is the proton-exchange membrane (PEM) fuel cell. Every individual cell is only a tenth of an inch thick and generates a tiny voltage of 0.5V to 1.0V, so you need to combine lots of them in a stack to harvest meaningful power. Big stacks can contain thousands of individual cells.

Unfortunately, this membrane is a consumable part that wears out, but research is having an impact here. "First-generation fuel cells lasted between 5,000 and 8,000 hours before requiring membrane replacement," Sanlorenzo's Perotti says. "The lifespan of the second-generation fuel cell that we are working on with our technical partners will reach 25,000 to 30,000 hours." Boatbuilders are also designing their fuel cell stacks for simple replacement, so it has already become less intrusive than swapping out a worn-out engine.

You can't simply put the throttle to the dash and expect the fuel cell to produce power on demand though, as you would with a diesel engine. It takes time to ramp up, and heavy peak loads can cause damage, shortening its lifespan, so you need a large battery bank to sit between the power consumers and the fuel cell. This has made boatbuilders and designers cautious about using the system to drive the boat as well as cover the hotel load. "By the end of the decade, with experience of fuel cells and the next generation of technology, we think it might be feasible to power a yacht with a single fuel cell," Feadship's head of R&D, Giedo Loeff, says.

H2 and beyond

Early hydrogen yacht concepts, such as Sinot and Lateral Naval Architects' 367ft Aqua from 2019, envisaged pure hydrogen as fuel. Feadship is well down this road with its 328ft project – that is, with tonnes of liquid hydrogen stored in big tanks at -423 degrees F. "Cryogenic storage is a mature technology, because it's the same as storage for liquid natural gas," Loeff says. "But hydrogen has a higher risk profile, so there are a lot of extra hoops to jump through."

The Feadship yacht will have a fuel cell measured in megawatts and enough hydrogen storage for several days of operation at a cruising speed of 12 to 13 knots. "The owner was prepared to invest money and time in researching what could happen with hydrogen. We started with limited knowledge and convened a load of experts," says Jamie Edmiston, who brokered the sale. "It's relatively rare, but you've got to have one person prepared to do it for the others to follow."

However, fuel doesn't have to be stored as pure hydrogen – you can also use hydrogen-rich liquids, such as methanol and ammonia, even solids like metal hydride. Loeff says he would opt for methanol if he were starting a new project today. "Methanol is a liquid at room temperature, and you can store it in tanks like diesel," he explains. "You could have one storage system that could contain both fuels in tanks that are part of the structure of the boat. The problem with gas storage is that it has to be in a space you could use for something else."

Methanol is the fuel of choice for Lürssen's Cosmos, too, which will feature two 500kW PEM fuel cells from Freudenberg. This will propel the Marc Newson-styled yacht at up to seven knots for a range of 1,000 nautical miles. As a

PHOTOGRAPHY, PREVIOUS PAGES: FEADSHIP; COURTESY OF PENINSULA



Thor, a thorium-powered ship concept; below: Bluegame's hydrogen-powered chase boat



"Building today the sustainable boats that will ply the seas of tomorrow means being a spokesperson for an environmental and moral revolution"

prototype, however, the boat will still include all the usual diesel generators, engines and tanks needed to run in traditional internal combustion mode. "The fuel cell is just flanking the conventional generators. As you can imagine, we are building the first yacht with this technology and when you do research you also have to be prepared to fail," says Michael Breman, Lürssen's sales director.

Sanlorenzo is the other major yacht builder developing hydrogen power as part of a €5m investment in the future, and its approach is twofold. Under its Bluegame brand, it has built a 33ft pure hydrogen chase boat for American Magic for the 37th America's Cup. The performance requirements are mind-boggling, with foiling speeds up to 50 knots, a range of 180 nautical miles and hours out on the water. But the more serious commercial project is the new 50Steel design whose hotel load is covered by a 100kW Siemens fuel cell running on methanol. "Methanol represents the best solution to replace diesel fuel, as it is already present in more than 100 ports around the world," Perotti says.

Then why, you might wonder, aren't more new yachts being built with methanol fuel cells? Well, at one level it is disappointingly simple: hydrogen fuels contain less than half the energy of diesel. That means less than half the range

NUCLEAR YACHTING

Military vessels have been powered by small nuclear reactors for years, but a new breed of thorium reactors could allow the technology to break into the commercial domain, according to the Norwegian shipbuilder Ulstein.

Ulstein is a big hitter. So people took note when the company published a concept in 2022 for a thorium-powered ship that could act as a mobile charging station for electric cruise ships. Called Thor, the ship's heart is a 30MW molten salt reactor, or MSR. Put Fukushima out of your mind for a second: the technology required can fit in an concrete box 26ft wide and 26ft tall. And although it does rely on nuclear fission to generate power, it is a more benign reaction using thorium chloride than you see with enriched uranium. First of all, it doesn't need to be pressurized, which limits the potential for spreading radioactivity. Then, the reaction can stop itself without external cooling; in the event of a problem the fuel would melt through a salt plug and drop into the concrete container, where the reaction stops instantly. The little waste generated by the reactor can't be weaponized, and nor does it have a fraction of uranium's radioactivity.

"The theoretical cost for this technology compared to diesel generators producing electricity and the price per kWh is competitive," Øyvind Kamsvåg of Ulstein says. "But only if you use the energy that the reactor can produce. If the superyacht is on the quayside a lot, then it will be very expensive."

This scenario is still a way off. There is interest from shipping companies and flag states. "The challenge is scalability," Kamsvåg says. "Manufacturers typically talk gigawatts, whereas we need megawatts. That, and public opinion. It's unlikely there would be anything ready before 2030."

PHOTOGRAPHY, THESE PAGES: COURTESY OF BLUEGAME; ULSTEIN GROUP SINOT YACHT ARCHITECTURE & DESIGN; COURTESY OF PENINSULA

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FlagShipONE will be Sweden's largest green methanol production site when it comes on line in 2025

under power, all while paying a heavy premium for the privilege. However, fuel cell efficiency is already around 45 percent, outstripping the humble diesel engine, and Siemens Energy says it will get better still. "The overall efficiency of high-temperature fuel cells can reach up to 80 to 90 percent – even higher, with the integration of a combined heat and power system," Janet Ofano at Siemens says.

And you have to look at the whole power train to gauge efficiency, not just the fuel in isolation. "The power density of methanol is significantly lower than diesel," Breman says. "But there is actually less space needed in an engine room. Fuel cells don't need silencers, no exhaust after-treatment, no complex fuel preparation, no complex storage and no soundproof cabin." In the Sanlorenzo, this surprising finding has actually increased the amount of accommodations on offer in a feature dubbed the "hidden engine room."

Ethical sourcing

There is another problem with methanol, though. To feed its hydrogen into the fuel cell, it must undergo an extra process called steam reforming, which consumes energy and releases CO_2 as a byproduct. In fact, kW for kW, methanol releases exactly the same amount of carbon as diesel. What is more, most of the world's methanol is currently made from natural gas, a fossil fuel. So, you would be forgiven for questioning how low-carbon it really is. And here's the thing: we already know how to manufacture "green" methanol from biomass or via carbon capture using renewable energy. And in that case, it can have just five percent of the emissions of its fossil-fuel counterpart.

Currently, less than one percent of the 100 million tons produced globally is green, but that picture is changing rapidly as firms scramble to invest in electrolysis plants. The Methanol Institute forecasts that eight million tons of green methanol will come on stream by 2027 alone. Bunkering prices don't exist yet, but the commodity price of green methanol is around $400/t. With quayside diesel at $1,200/t, there is still a clear economic argument to methanol, even if it only contains half the energy.

It's a similar story with pure hydrogen gas, where a pipeline of hundreds of green projects should add 10 million tons of new capacity by 2030, according to Fitch Solutions. But there's still a job to be done getting these fuels to the quayside, even if methanol can be handled like diesel. That's because much of this new production is earmarked for commercial shipping. "Yachts will not be getting sustainable fuel in the mid-term," Christian Schweitzer of BSE Methanol says. "To secure supply, it is only possible to build up dedicated capacities close to the marinas."

His business has developed a drop-in methanol factory capable of producing millions of gallons per year, which could easily be absorbed in key yachting hotspots around the Med. The kicker is that such plants could be supplied by wind power, harnessing excess electricity generated locally that the grid couldn't otherwise handle.

Chris Warde of bunkering specialist Peninsula believes that superyacht owners might have to finance the first plants themselves. "We've got the richest people in the world as our customers, but Bezos isn't going to ring up Shell and ask

A HIGH-TEMPERATURE FUEL CELL AT WORK

Reform methanol
Liquid methanol is reacted with steam to form carbon dioxide and pure hydrogen gas:
$CH_3OH + H_2O = CO_2 + 3H_2$

Hydrogen gas enters fuel cell
The hydrogen is fed into the fuel cell, which is heated to 392 degrees F.

Hydrogen atoms split
A catalyst causes the hydrogen to give up an electron:
$H_2 = 2H^+ + 2e^-$

Proton transfer
A special plastic membrane only allows the positively charged hydrogen to pass through to the other side of the cell; electrons must travel the long way around the electrical circuit as useful electricity.

Water as a byproduct
Hydrogen meets electrons and oxygen at the other end of the fuel cell and forms water:
$4H^+ + 4e^- + O_2 = 2H_2O$

PHOTOGRAPHY: KLAUS JORDAN; COURTESY OF SANLORENZO; COURTESY OF PENINSULA



for more biofuels," he says. "Could those wealthy individuals contribute to decentralized production for those fuels? Absolutely. I can see a situation where small-scale green methanol production plants are financed by individuals around the areas they want to use their yachts."

Regulation remains an issue though – especially for pure hydrogen. In France, for instance, bringing more than 100kg (220lb) of hydrogen to ports requires special dispensation from the port authority. "Honestly, it's not developing as fast as we'd want it to," admits Laurent Perignon of EODev, which has industrialized the 70kW Toyota fuel cell used on the Bluegame chase boat. "Technologically speaking it's all there, but what takes longest is for ports and marinas to validate the solutions – in which case, for the time being, mobile solutions remain the easier pathway."

Stepping stones

While only the adventurous few are ordering hydrogen superyachts now, there are still steps you can take toward zero-emissions yachting without scrapping the trusty diesel. Most ambitiously, you can get the engine converted to dual fuel so it can burn green methanol. It will still emit CO_2, but the carbon in green methanol is part of a short cycle measured in months rather than the millennia of the fossil cycle. Engine makers are increasingly launching dual-fuel engines that will allow new builds to use methanol.

Only slightly less ambitious, biofuels provide a drop-in opportunity to slash the yacht's carbon footprint by up to 70 percent – if they have been sustainably sourced. FAME biodiesel has a mixed reputation in the marine sector because it absorbs water and can promote diesel bug (contamination), but hydrotreated vegetable oil (HVO) is a much cleaner product. It comes in two distinct varieties: the first derived from crops such as rapeseed and oil palm, or a next-generation variety made from waste vegetable oil and biomass. They're both better than standard diesel, but the devil is in the detail, as Warde explains. "If you're using first-generation biofuels, you're potentially contributing to agricultural problems – either moving arable land away from food production, or even worse, causing deforestation. We have to be really careful when we're promoting biofuels."

Peninsula only supplies second-generation HVO, which it supports with International Sustainability and Carbon Certification. It comes at a price though. If standard HVO commands a 20 to 30 percent premium over diesel, 2G fuel can be 90 percent pricier. That may be a drop in the ocean compared with crew costs, but it won't win over all owners.

In the end, Warde says that solving the issue of carbon emissions from yachts won't come down to any single choice, but a series of stepping stones toward true sustainability. "It's dangerous to be negative about any of the transitional fuels, because something is better than nothing," he says. "We're not going to come up with a silver bullet solution overnight – it's going to be a process." □





Methanol fuel cells will provide propulsion power for Lürssen's Cosmos (below), and will handle the hotel load of Sanlorenzo's 50Steel (above left)



BOAT | BACA
Artistry & Craft Awards

2025 nominations now open







BOAT International's Artistry and Craft Awards (BACA) – celebrating the yachting industry's finest artisans and creators – is now open. And we need your help...

Superyachts are beacons of innovation, pushing the boundaries of design and engineering as we know it. But just as importantly, they're also shining examples of exceptional and meticulous artisanship; work often masterminded at small studios and workshops by talented craftspeople working behind the scenes. Our Artistry and Craft Awards (BACA) aims to showcase this incredible work. Entries can be big or small, standalone or integrated, as long as they are handcrafted and bespoke to a yacht: from vases, artworks and sculptures to furniture, wall panels, door treatments, staircases, and more. If you have worked on, or have commissioned something for a yacht that you believe is worthy of an accolade, you're eligible to enter. Winners will be announced at the Superyacht Design Festival on February 2 to 4 2025, with the winners and nominees featured in print and online soon after the announcement.





How to apply:
You can apply for the awards directly via *boatint.com/bacas*. If you're concerned about NDAs or need support from a designer but don't have direct access to them, please email us at *events@boatinternationalmedia.com* for assistance





BACA comprises three awards:

Excellence in Craftsmanship recognizes one object. The object doesn't have to be integrated but all we ask is that it must have appeared on board a new superyacht delivered in 2023.

NEW Outstanding Collaborative Creation This award will go to a collaboration between two or more individuals. The object must be bespoke and be created specifically for a new or newly refitted yacht.

Emerging Artisan of the Year highlights an artisan whose work shows outstanding talent and promise. Their work must have appeared on board a new superyacht delivered in 2023.

The judges

Our panel, all ardent custodians of craft and artistry in their own right, include:

Deborah Pocock LVO, CEO of Queen Elizabeth Scholarship Trust (QEST)
Deborah Pocock is passionate about ensuring opportunity and access to craft skills training, regardless of circumstance. QEST champions excellence in artisanship by funding the education of new talent – since 1990, it has awarded almost $7m to 700 makers. QEST also provides its alumni with business skills training and opportunities.

Adrian Sassoon, art dealer, art collector and writer
Adrian Sassoon is a leading UK dealer in contemporary works of art – ceramics, glass, silver, gold, lacquer and hardstone objects. His other professional field is French 18th-century works of art, primarily in the royal porcelain factory of Vincennes and Sèvres, and has a deep interest in old masters and later paintings, and Asian works of art.

Lay Koon Tan, co-founder of Nature Squared
Nature Squared focuses on bespoke sustainable surface design applications, preserving and promoting artisanal skills and reducing waste in emerging markets. Replicable processes and methodologies illustrate how luxury and rarity can result from everyday materials such as fruit skin and feathers. The company has collaborated with Rolls-Royce, Montblanc, BMW and Victorinox.

Christopher Whale, group creative director, BOAT International Media
Christopher Whale has worked in editorial design on a range of high-end luxury titles for over two decades. He has been the art director at British magazines including Harpers & Queen, *the* London Evening Standard Magazine, Tatler *and* Harper's Bazaar. *At BOAT International Media, Whale has overseen the rebrand and redesign of the company's print and digital portfolio.*

Andrew Winch, yacht designer
After completing an apprenticeship for yacht designer Jon Bannenberg, Andrew Winch and his wife, Jane, established Winch Design in 1986. Winch Design has won more than 30 prestigious design awards and has come to be recognized as one of the world's leading international design studios. The studio now comprises more than 150 talented individuals.

PHOTOGRAPHY: BEN HARRIES; ETHAN BODNAR UNSPLASH; GETTY IMAGES; TANDEM X VISUALS ON UNSPLASH; GIULIA SQUILLACE ON UNSPLASH

Voyage

INSPIRING YOUR NEXT ADVENTURE



BEST BY BOAT

Simon Ward basks in Ionian splendor away from the madding crowds at Porto Zante Villas & Spa, Zakynthos, Greece

The island of Zakynthos may have become Greece's premier party destination under its nom de guerre of Zante, but this enclave carved into the cliffs is a different world from the foam parties taking place a couple of miles away. Down an unmarked path among the olive groves, Porto Zante is a boutique paradise offering a high-luxury home away from home. It opened its doors 20 years ago as a single-property premises and now spans nine villas, unobtrusively tucked away amid lush grounds. The residences offer all the comforts one could wish for: Armani/Casa furniture, Bang & Olufsen televisions and speakers, Ralph Lauren robes and fridges stocked with champagne. The expansive terraces feature infinity pools, cabana-style entertaining areas and staircases winding down to private beaches, with Kefalonia and mainland Greece as backdrop. Fancy king crab and cocktails on your private terrace? The friendly and attentive staff is on hand 24 hours a day. And for those who feel the need to extract themselves from their cosseted cocoon, a two-minute stroll down the bougainvillea- and banana-tree-lined pathways leads you to the intimate Club House and Maya restaurants, which offer fine Mediterranean and Eastern-inspired cuisine to enjoy on balmy Ionian nights. *portozante.com*

PHOTOGRAPHY: SAKIS PAPADOPOULOS

EDITED BY Georgia Boscawen



PHOTOGRAPHY: LAURA THONNE ON UNSPLASH; RAPHAEL LOPES UNSPLASH; ADOBE STOCK



A feast for the senses

Georgia Boscawen takes advantage of Japan's newly eased superyacht regulations to experience Osaka's sophisticated food scene and intoxicating culture

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Osaka Bay at night. Left: flickering lanterns line Hozenji Yokocho. Bottom: an elegant dish from Harijyu





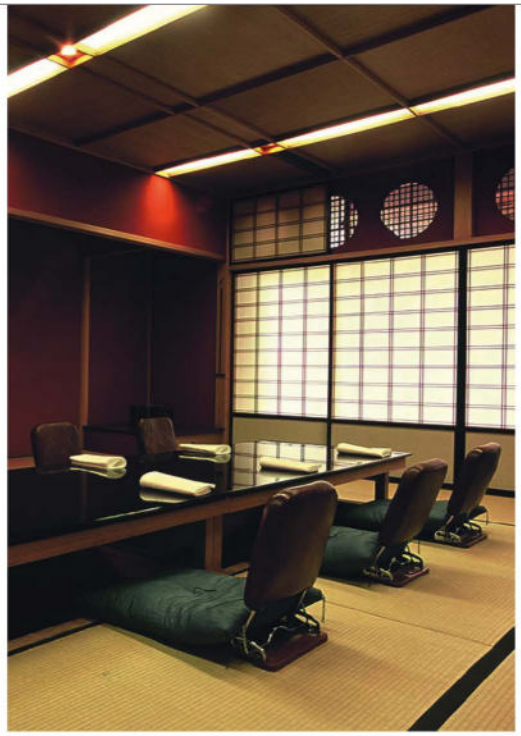
As the traditional noren curtains slide over my shoulders and I step onto the padded floors of Harijyu, a small restaurant hidden in bustling Dōtonbori in Osaka – Japan's food-obsessed city – it strikes me that I have no idea what to do next. I look to the maître d', who hands me a pair of leather slippers before leading us to a private room with a low-set table stacked with unfamiliar vegetables. For years, I've prided myself on an ability to navigate restaurant scenes around the world with an air of confidence, but here, in a small restaurant in Japan, I am befuddled.

It's a curious experience that captures the wonderful social discombobulation that Japan promises. Established more than 100 years ago, and on this spot since 1948, Harijyu is a historic restaurant that serves *sukiyaki*, a traditional dish prepared in a *nabemono* (Japanese hot pot) with sliced beef, noodles and egg.

If there was ever a place that could astound the discerning Western traveler, it's Osaka. A slightly grittier

PHOTOGRAPHY: ROMEO A ON UNSPLASH; DANISH- PRAKASH ON UNSPLASH; KOHEI SAKAI ON UNSPLASH; ASTEMIR ALMOV ON UNSPLASH





I look to the maître d', who hands me a pair of leather slippers before leading us to a private room with a low table



Dōtonburi is the foodie area of the city, filled with street food stalls and bright signs advertising their wares. There are fine dining options too – Kashiwaya Osaka Senriyama (here) has three Michelin stars

cousin of Tokyo, the city is known for its effervescent nightlife, remarkable food scene and local charm. Sprawling around Osaka Bay, a vast natural cove more than 18 miles wide, the city is split into easy-to-navigate districts, although hiring a local guide is the best way to immerse yourself.

In Japan, modern life is deeply infused with the country's rich heritage and permeated by religious influences – predominantly Shinto and Buddhism. Despite being an island nation, with plenty of coastline and natural bays that fuse with the country's largest and most vibrant cities, marine leisure (including superyachts) has not been a notable part of Japan's culture. But a shift in regulations for visiting superyachts in December 2021 presented a new opportunity. Over an extended period Super Yacht Logistics Japan worked with several government departments to shine a light on the benefits of superyacht activity and to overhaul the rules, which were previously similar to those governing commercial shipping. The result is greater ease for foreign-flagged superyachts in receiving their *naikosen* (cruising permit) and the chance to stay for an unlimited amount of time. Bureaucracy pruned back, the country is a much more attractive option for superyachts.

Dōtonbori, Osaka's foodie neighborhood, is ablaze with neon signs denoting the street-food stalls that line the avenue, which comes alive at night. The air is thick with the smell of cooking. I make my way to a stall beneath a glowing red sign reading "*takoyaki*" and collect a searing hot bowl of Osaka's most celebrated dish – octopus dumplings covered in *katsuobushi* (dried bonito flakes) and a sprinkle of *aonori* (seaweed).

"In Osaka, we have a saying: '*Kuidaore,*'" our guide, Aina, says. "It means eat until you drop." She leads us through plumes of steam emitting from stalls selling *okonomiyaki*, a thin pancake piled with cabbage, and *mitarashi dango*, sticky rice dumplings in a soy glaze.

Then we make a right, veering off Dōtonbori Street, into a quieter area, the narrow Edo-period Hozenji Yokocho alleyway. With cobblestones and 50 or so shops illuminated only by flickering lanterns, Hozenji Yokocho leads to the Hozenji temple, a slice of old Japan that pays homage to Fudo Myoo, one of five guardians of Buddhism. The few visitors speak in hushed tones; they're here to splash water on the mossy





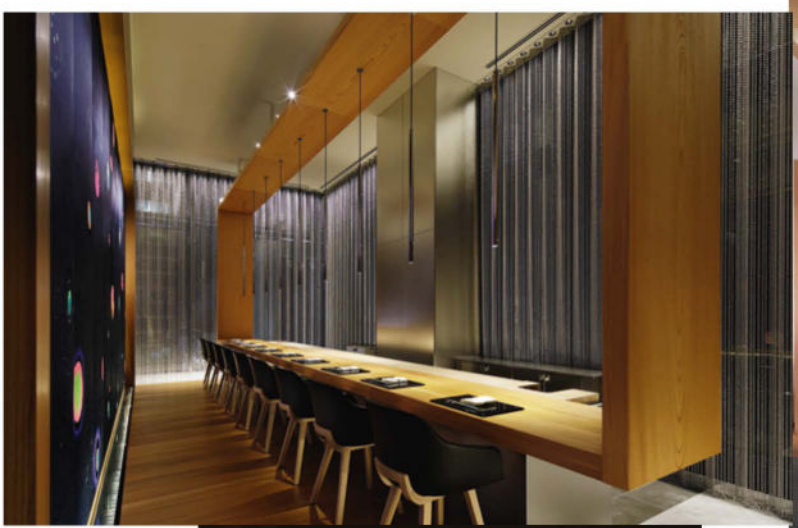
Loud design complements natural tones and calming spaces – much like the city itself

statue in the belief that Fudo Myoo will protect them from evil. It's so peaceful, it's hard to imagine frenetic Dōtonbori is just a few hundred yards away.

You only have to wander the streets of Osaka for a few minutes to understand that location is crucial. For the real experience, visitors arriving on yachts will want to disembark at Ashiya Marina (for yachts of up to 213ft) in the central district. Perhaps the most eminent boulevard in the city is Midosuji, a long, gleaming street lined with Harry Winston, Rolex and Dior outlets. From my sky-high suite at the W, I have a bird's-eye view of the sprawling city and Mount Kongō in the distance.

With its psychedelic neon corridors, *asanoha* patterns etched into the carpets and a color palette of *sakura* (cherry blossom) pink and blue, the W celebrates this region. Natural tones and calming spaces complete delightfully loud design. For the most impressive stay, book the WOW Suite, a 2,150-square-foot penthouse that combines Japanese *Wabi Sabi* design with the hotel's zingy contemporary style.

While Osaka is famed for its street food, the city also has a remarkable dining scene at the upper end of the spectrum. To experience it, we don't need to venture far, as the feted Sushi Ukiyo is hidden behind an unmarked door off the main lobby. The restaurant comprises a traditional Japanese cypress counter for 10 surrounded by floor-to-ceiling windows that transform the cityscape into a hypnotic backdrop. In a procession of courses, the food is served *omakase* style, which translates to "I leave it up to you," where the chef selects and constructs the dishes and hands the intricate pieces directly to you. The experience is sensational. The city is also densely populated with Michelin-starred restaurants including Kashiwaya Osaka Senriyama, serving refined traditional dishes, and the wildly inventive Hajime restaurant.





Top left and far right: peaceful moments at the bright red Shinto Kasuga Taisha shrine at Nara Park. Right and above: dishes come omakase *style on a long counter at Sushi Ukiyo*

PHOTOGRAPHY: SVETLANA GUMEROVA ON UNSPLASH; ADOBE STOCK; W OSAKA; W MARRIOTT HOTEL NARA



Color-popping design in the WOW suite at the W hotel in Osaka. Below: the lobby of the JW Marriott Nara references the sacred deer



When exploring Japan by yacht, it would be tempting to cruise up the coast to Tokyo or south to Okinawa after a few days in Osaka. However, there is another spot close to Osaka that would be a huge mistake to miss out on.

The sound of the French horn reverberates across the lush green Nara Park. It is 9am and there is no one here apart from us and the horn player. Local deer peek their noses out from the trees and make their way toward us. The expectant animals surround us, seeking *shika senbei* (deer crackers made from rice bran), and bow their heads to receive a taste. Considered sacred, the deer roam freely around the park, which is linked to the grounds of the Kasuga Taisha, a breathtaking bright red Shinto shrine filled with more than 3,000 bronze lanterns, which are lit during various festivals throughout the year. Dating back to 768, Kasuga Taisha was the tutelary shrine of the Fujiwara, Japan's most powerful family clan. Today, its red and gold walls stand in startling contrast with the green forest, while the sound of clapping echoes beneath the shrine's gabled roof. "To worship, bow twice and then clap your hands two times to wake up the resident deity before bowing a final time," Junko, our local guide, says.

We head to Naramachi, Nara's former market town where shops sell Japanese knives and *mochi* rice cakes, and restaurants serve eel. The JW Marriott Nara was the first luxury international hotel to open in the area. Drawing on the cultural landscape of Nara, the open-plan lobby is finished with natural tones, bronze and leather, with references the area's temples, historical buildings and the sacred deer.

Since the relaxation of Japan's maritime regulations, superyachts have taken advantage of the changes, with the likes of 236ft VSY *Stella Maris* and 121ft Tecnomar *White Pearl* cruising the region. And it's not just the cities that provide adventure: Japan has more than 7,000 islands, each with its own culture and food. The options for onward cruising from Osaka are many, either up to Tokyo or down to the golden beaches of Okinawa. Japan's relationship with yachting may not be part of its past, but new regulations are paving the way for its future. *marriott.com* ▫

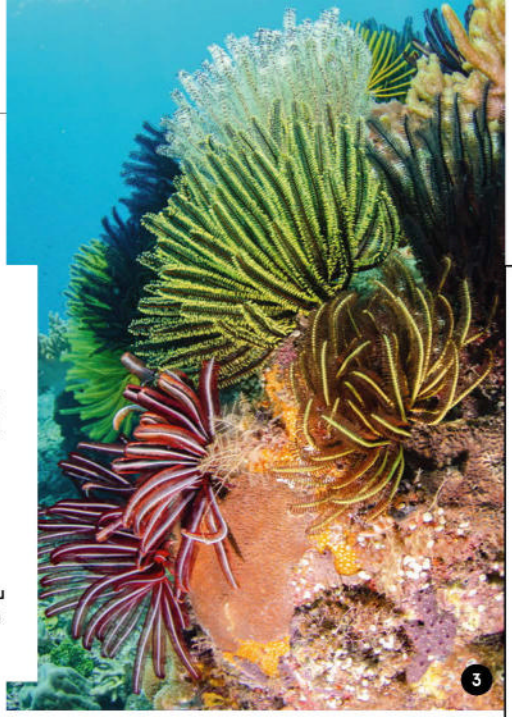
For our full Japanese itinerary, visit boatinternational.com/destinations





Timor-Leste

Rotational captains Anthony Daebritz and Wes Bartho of 183ft *Galileo* plan a week-long, culture-rich itinerary around this Southeast Asian republic


3

DAY THREE

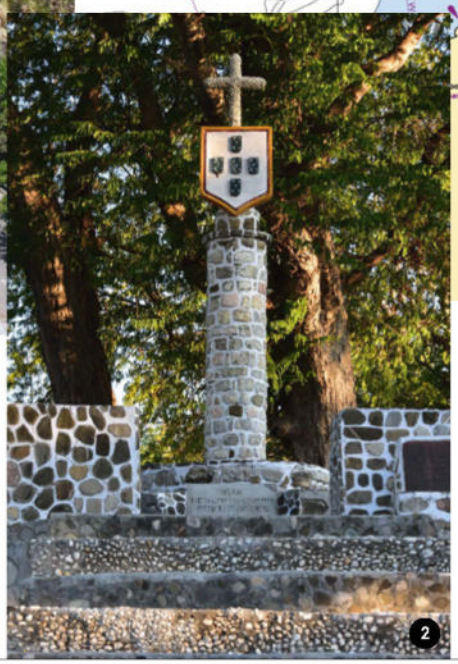
After an overnight cruise 107 nautical miles northeast to Ataúro Island, enjoy a morning dive expedition over the Ataúro reefs with colorful corals, sponges and fans. See reef and whale sharks, mantas and turtles. You may even spot the elusive dugongs that reside here. In the afternoon, *Galileo* will anchor near Adara, where you can relax on deck and bask in the serene surroundings.




1

DAY ONE

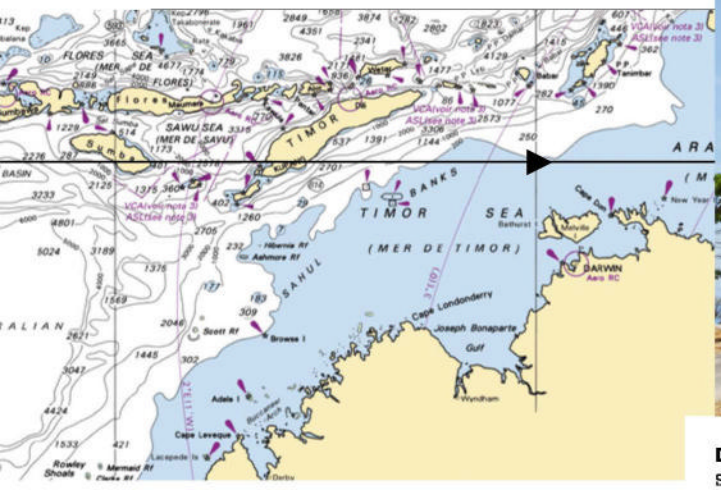
Meet *Galileo* in Dili Harbor and step on board for a welcome drink of locally produced coffee. Enjoy lunch on the aft deck as the yacht moves out to the bay for water activities in the afternoon. Sunset drinks will be set up beach-style below Cristo Rei, an 88-foot tall statue of Jesus, before a 96-nautical-mile night passage southwest to Decusse.


2

DAY TWO

Following a relaxed breakfast on board, head to shore for a scenic morning walk through Lifau village to a lookout point that offers panoramic views of the entire colonial town. Witness the traditional art of Timorese weaving at Feto Fitun Fronteira, the women's tais weaving group, and engage with local artisans. In the evening, indulge in sunset cocktails on board and unwind with a screening of Timor-set movie *Balibo* out on deck.

PHOTOGRAPHY: BLUE PLANET ARCHIVE/ALAMY STOCK PHOTO; OCTAVIO DOS SANTOS CARMO DE ANDRADE/ALAMY STOCK PHOTO; DESIGN PICS INC/ALAMY STOCK PHOTO; GETTY IMAGES; ADOBE STOCK; FRASER YACHTS. MAPS: SHOM (SERVICE HYDROGRAPHIQUE ET OCEANOGRAPHIQUE DE LA MARINE); FREEVECTORMAPS.COM

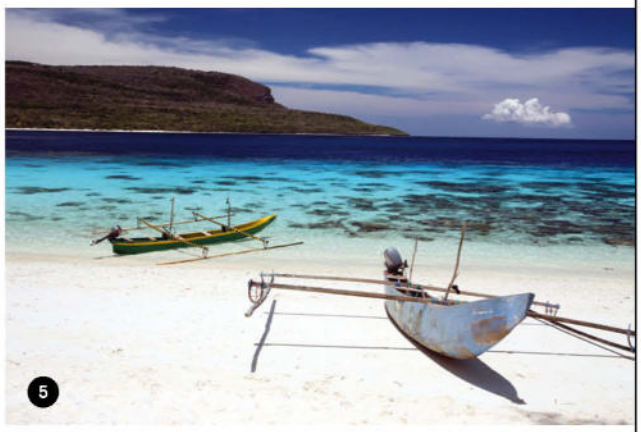




4

DAY FOUR

Start your day with a refreshing morning swim at Caibada Beach, after Galileo has relocated 54 nautical miles east. Head to shore to visit the colonial Portuguese town of Baucau for a traditional welcome by Timorese veterans and village leaders. In the afternoon, embark on a dive excursion to explore the underwater wonders of the region. Upon your return the crew will have set up cocktails on the beach, from where you can watch the sun dip below the horizon.


5

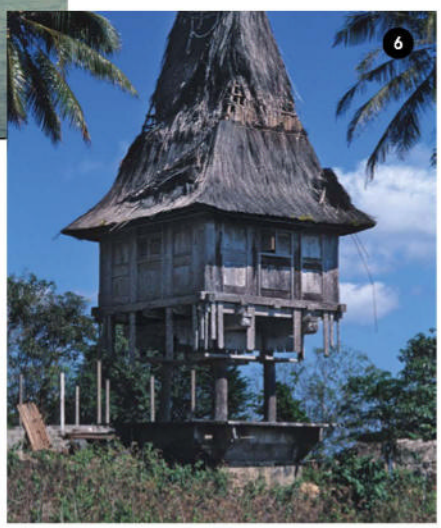
DAY FIVE

Today's excursion involves the remote coastline between the provincial town of Com and Jaco Island, with its pristine beaches, hidden coves and dramatic landscapes. *Galileo* will cruise along this stretch, stopping off for snorkeling opportunities and at idyllic spots for a swim in the crystalline waters. Try your hand at deep-sea or light tackle fishing before the yacht drops anchor at a secluded beach for a barbecue.


7

DAY SEVEN

Following an overnight cruise back to Dili, hike through the lush surroundings to the Cristo Rei for a glimpse of *Galileo* in the bay below. Lunch is served at Pro-Ema restaurant, an incredible training restaurant for young women who have been victims of violence. Return to the yacht for a ceremonial farewell from Timorese musicians before the crew see you off to the airport.


6

DAY SIX

In the early morning, head to shore to visit the village of Tutuala. A car will whisk you to Pousada Tutuala, a unique hotel within the stone walls of an old Portuguese fortress. Travel with a guide to the sacred caves of Ili Kere Kere to witness the ancient cave paintings and magnificent views. In the afternoon, return to *Galileo* and cruise to Jaco Island, an unspoiled paradise of white sandy beaches and crystal-clear waters. Take some time to swim, snorkel or simply relax on the pristine sands.



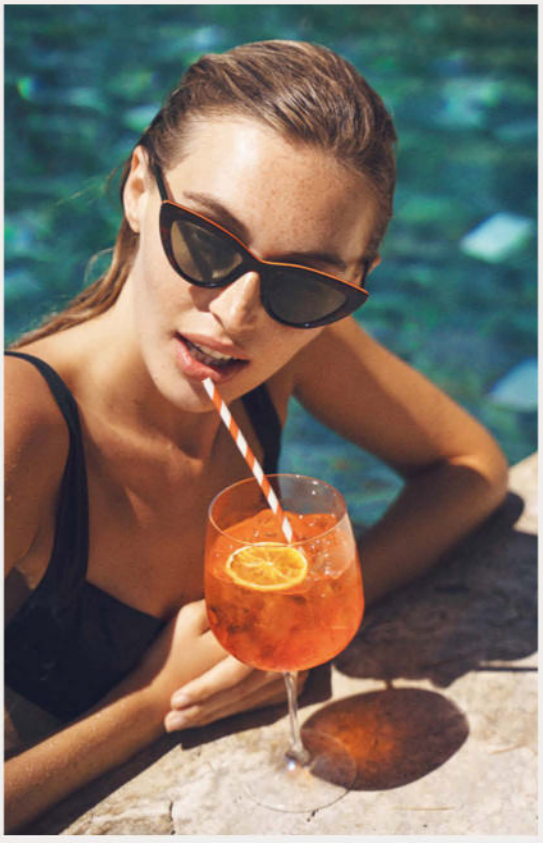
Galileo is for charter via iyc.com

DIVE IN >
The mother/daughter masterminds behind Como hotels Passalacqua and Tremezzo have launched an online boutique. Designers include Bric's, For Restless Sleepers and Bottega Conticelli alongside Aqua Como, Sense of Lake's signature fragrance line that pays homage to the hotels. *senseoflake.com*



THE CHEF OF BEL AIR
Located on a legendary Los Angeles estate, the Dorchester Collection's Hotel Bel-Air has recently welcomed Chef Joe Garcia as its culinary director and revamped its restaurants and menus. This season, Garcia introduces The Living Room, with small plates, caviar service, afternoon tea and a martini cart. There's also a patisserie spot, which serves freshly baked pastries, breads and cakes inspired by the seasons. *dorchestercollection.com*





Voyage news

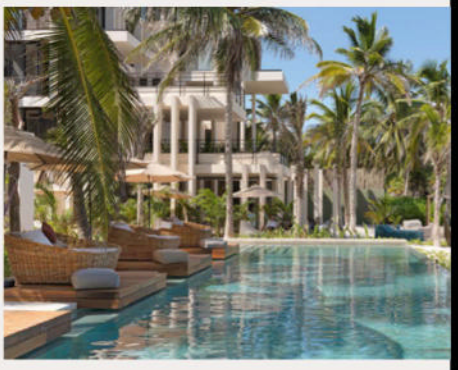
The latest must-have accessories, remote getaways and travel tips



< CAT CALLING
Premium cruise company Ponant has launched a new 78ft catamaran available for private charter around the globe. With accommodation for 12 guests, *Spirit of Ponant* will be begin her travels in Corsica before heading to the Seychelles for the winter 2024 season. *ponant.com*



CASE CLOSED
Heritage travel brand Carl Friedrik reinvents the trunk with this German-engineered Makrolon polycarbonate shell case. Designed to hold up to three weeks of clothes, it is split into compartments with cubes and dividers to make packing a breeze. *From $745, carlfriedrik.com*

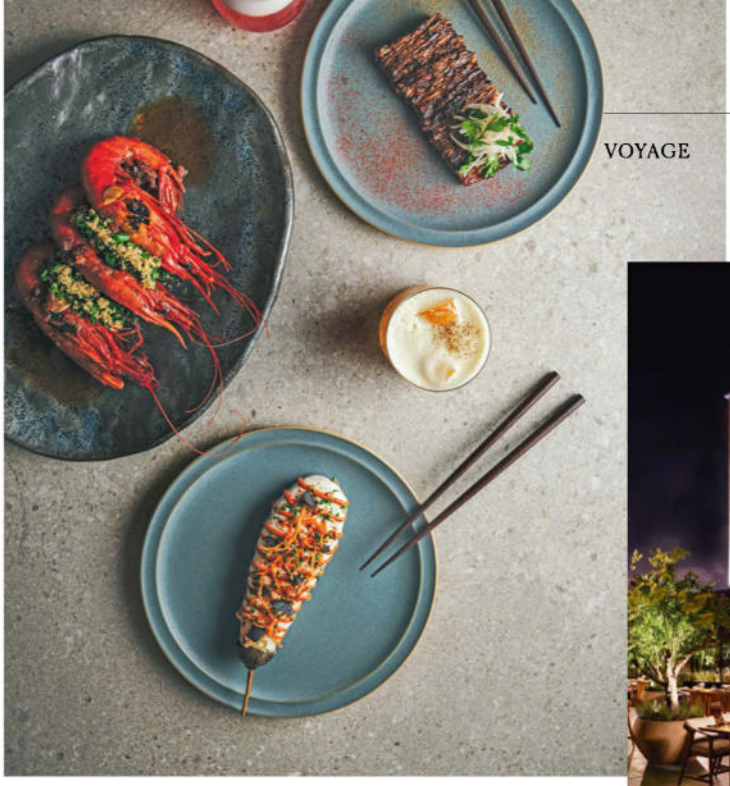


KEYS TO MEXICO
Mexican hotel brand Namron, merging home ownership with its barefoot beach concept, has unveiled Bespoke, a collection of 22 luxury residences. Located on Tankah Bay Beach, north of Tulum, the homes are surrounded by lush jungle and are connected to a beach club. *thebespoke.com*

EXCLUSIVELY ONLINE

Looking for the best winter holiday spots in the Caribbean? Check out the latest itineraries, insider tips and spa reviews at *boatinternational.com/destinations/caribbean-yacht-destinations*

PHOTOGRAPHY: JAIME NAVARRO; NICOLAS CLARIS





Chef's Secrets

Renowned Turkish chef Fatih Tutak tells *Georgia Boscawen* about his culinary inspirations and favorite haunts

Chef Fatih Tutak established the first Turkish restaurant to receive two Michelin Stars, Turk Fatih Tukak, and last year became chef director of Gallada at the famous Peninsula Hotel Istanbul.

How does Turkey influence your food?

I have spent time in various regions and seasons in Turkey and have seen how the cultures harmonize with each other. The historic Silk Road has been a great inspiration too, and we work with artists from different areas of Turkey, who fill Gallada with vases, knives, plates and glasses that immerse our diners into these cultures.

What is the most popular item on the menu at Gallada?

The menu is filled with dishes designed to take our diners on a journey through Turkey, such as adana kebab dumplings and our seasonal showstopper, the artichoke salad. Following a complete renovation in May, we have filled the menu with several exciting new dishes too.

What foods/dishes should first-time visitors to Istanbul try?

Start with traditional mezze, *pide*, kofte and don't forget to try rakı, a local aperitif. Turkish breakfasts are exciting, with spicy eggs, *sigara börek* (stuffed pastry) and strong Turkish coffee.

If you were on a desert island, what three ingredients would you bring with you?

I would go for the simple classics: potato, rice and butter.

What is your favorite restaurant in Istanbul?

Balıkçı Kahraman, a traditional fish restaurant; Fauna in the Ataşehir district and Nazende off the Bağdat Avenue.

Which restaurants around the world would you like to visit?

At the top of my must-visit list are the three-Michelin-starred Isshi Souden Nakamura in Kyoto, Japan; Asador Etxebarri, in the Spanish Basque country, and of course the two Michelin-starred Alchemist in Denmark. *peninsula.com*



Fatih Tutak directs the kitchen at the hip Turkish-Asian Gallada at The Peninsula Istanbul

SEA SPA



MORTAR AND MILK, BY PAMELA MARSHALL

Where is it? It's not exactly based in a superyachting hotspot (although Butler's Wharf Pier on the River Thames is just a couple miles away), but this bespoke skin clinic, set in an elegant town house on East London's Hoxton Square, is a must-visit for visitors to the UK's capital.

What's the hype? Well known in celebrity circles, founder Pamela Marshall is an aesthetician focused on skin health. This isn't the place to come for a relaxing facial; Pamela spends the treatment time going into detail about your skin while offering advice on how to navigate the beauty industry to achieve lasting results.

What to have? The best treatments come with a detailed consultation and photographs exploring what's going on beneath the surface. Opt for the two-hour Bespoke Skin Treatment, in which Pamela will work on concerns such as stressed skin with barrier repair and hydration, using AHAs and PHAs to induce collagen and elastin production. *mortarandmilklondon.com*



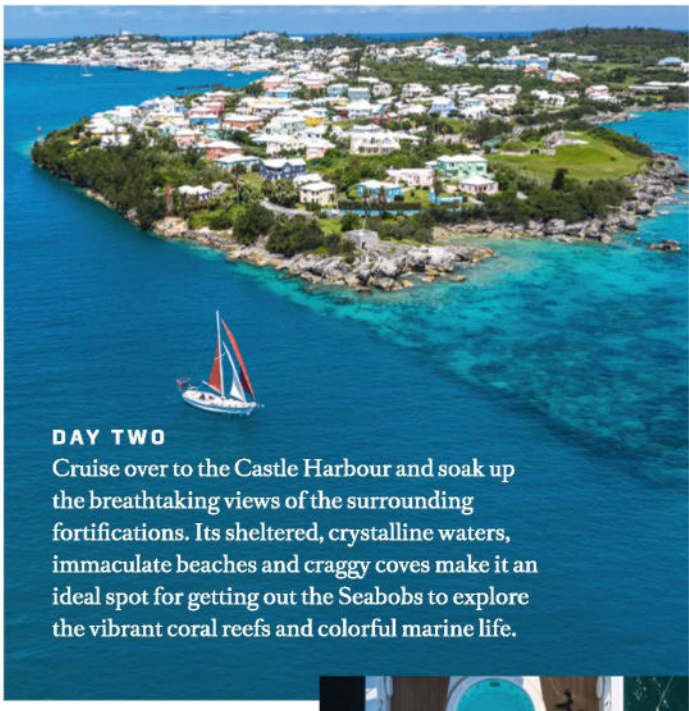
PHOTOGRAPHY: STORIES BY CHLOE

BOAT presents

Seven serene days in Bermuda

Captain *Vincent Segard* of 196ft *Formosa* designs a culturally rich itinerary that captures the laid-back charm of Bermuda in collaboration with Bermuda Yacht Services





DAY TWO

Cruise over to the Castle Harbour and soak up the breathtaking views of the surrounding fortifications. Its sheltered, crystalline waters, immaculate beaches and craggy coves make it an ideal spot for getting out the Seabobs to explore the vibrant coral reefs and colorful marine life.

The sheltered, calm waters make it an ideal spot for getting out the Seabobs



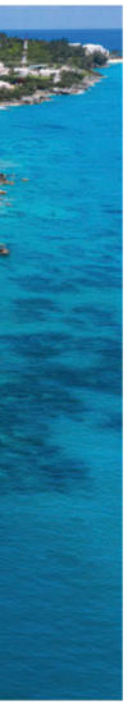
DAY ONE

Start your journey on board *Formosa* in the harbor of St George's, a town whose historic significance has earned it the status of a UNESCO World Heritage Site. Spend the afternoon getting acquainted with the yacht and kick off your trip by watching chief stew Nicole Temblett create the yacht's signature cocktail, the Formosa Margarita.



Settled in 1612, St George's was Bermuda's first English settlement and is the oldest continuously inhabited British town in the New World. Right: the Mid Ocean Golf Course







DAY THREE

A trip seven nautical miles northeast to North Rock provides anglers the perfect setting for a day of fishing. With the option to add a sportfishing vessel to your trip, guests can try their hand at catching amberjack, barracuda, snapper and tuna, which will later be prepared by the chef for dinner. Non-anglers can tender to shore to indulge in a relaxing treatment at the Natura Cave Spa at Grotto Bay Beach Resort.

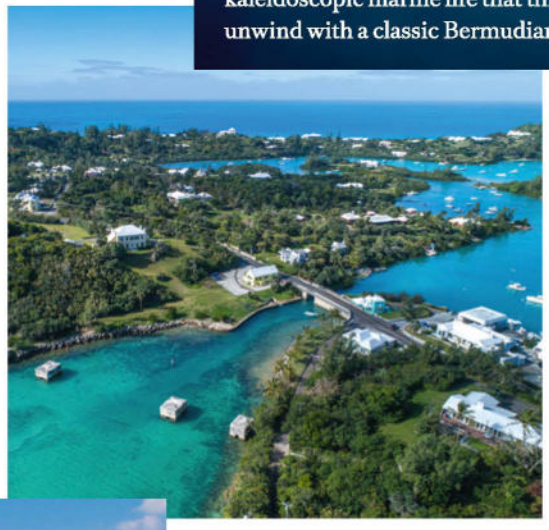


DAY FOUR

Following breakfast and an early-morning cruise down to the Great Sound, step ashore and discover the historical Royal Naval Dockyard that houses the National Museum of Bermuda. After lunch on board, *Formosa* will weigh anchor and cruise to Bermuda's renowned shipwrecks, *Constellation* and *Montana*. Here, the onboard diving instructor can help guests safely navigate the waters and see the kaleidoscopic marine life that thrives in the wrecks. In the evening, unwind with a classic Bermudian Dark 'n' Stormy at sunset.

DAY FIVE

Awake to breakfast before heading ashore for a walk down to the Bermuda Railway Trail towards the historical Scaur Hill Fort. Afterwards, take the tender south to the famous Somerset Bridge – the smallest drawbridge in the world – past beautiful bays and historic wrecks. Here, guests will find the picture-perfect Ely's Harbour, where you can enjoy the rest of the day relaxing with a barbecue on the beach.



PHOTOGRAPHY: JEFF BROWN/BREED MEDIA; BERMUDA TOURISM AUTHORITY; ALEX PILGRIM; GETTY IMAGES/UNSPLASH

DAY SEVEN

Cruise back east to St George's while making the most of *Formosa*'s amenities in your final hours. Finish the trip with a historical guided tour of St George's and learn all about the island's smuggling past, which played a pivotal role during the American Civil War. The crew will then see you safely off to the airport.



DAY SIX

Head up to Granaway Deep, southwest of Hamilton Harbour. The protected anchorage is close enough to tender into Hamilton, but still far enough out to feel secluded. The city offers a wealth of activities, countless restaurants and shops and golf nearby at Belmont Hills Golf Course. In the evening, *Formosa*'s chef will prepare a delicious meal of local Bermudian delicacies, including spiny lobster and fish chowder with a twist.



FRASER

Formosa *is available for charter through fraseryachts.com. To book your charter, email yachtcharter@fraseryachts.com*

VOYAGE Edit

WHERE HOSPITALITY MEETS ANIMAL RESCUE



THANOS HOTELS, CYPRUS

Cypriot hospitality brand Thanos, which has a collection of hotels including Anassa (right) and Almyra, has established the SIMBA Animal Aid Cyprus, a non-profit initiative dedicated to the rescue of neglected or abandoned local animals. Alongside its dog-friendly properties, the group runs a shelter in the town of Nicosia, which has found homes for 283 dogs since 2022. *thanoshotels.com*



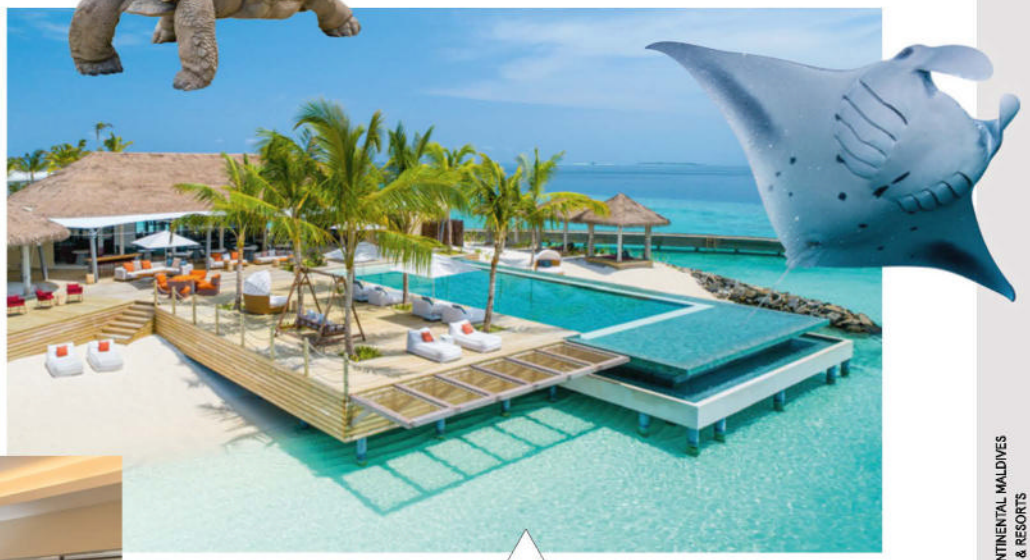


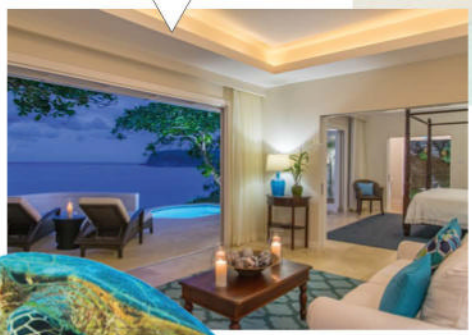
FOUR SEASONS RESORT DESROCHES ISLAND, SEYCHELLES

Set on its own private island off the coast of the main island of Mahé, this resort works with the Island Conservation Society to protect the region's turtles and tortoises. Guests can take part in activities related to its on-site sanctuary and adoption program, including turtle patrols and feeding. *fourseasons.com*

JAMAICA INN, OCHO RIOS, JAMAICA

This family-owned hotel has set out to protect the local shelled residents through its dedicated turtle concierge. The initiative maintains on-site nests and educates guests about turtle hatchlings. Last year the property saw the hatching of more than 3,000 turtles, and the number of nests on the beach has doubled this season. *jamaicainn.com*







INTERCONTINENTAL MAAMUNAGAU RESORT, MALDIVES

Perched on the powder-white sands of a private island in the Raa Atoll, this resort is home to the Manta Trust, one of the world's leading manta ray conservation organizations. With the juvenile mantas' feeding ground located just moments away, guests at the resort can swim with the rays, learn about them and even adopt them during their stay. *intercontinental.com*

EDITED BY Georgia Boscawen

PHOTOGRAPHY: ADOBE STOCK; INTERCONTINENTAL MALDIVES MAAMUNAGAU RESORT; THANOS HOTELS & RESORTS



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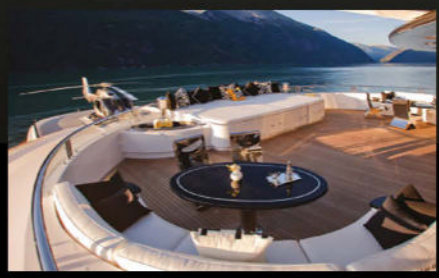
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85'/26m Pacific Mariner 2008/2023 **LADY B**



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206' (63M) ROSSINAVI | UTOPIA IV *FOR SALE


201' (61M) LURSSEN | MARGUERITE *FOR SALE & CHARTER

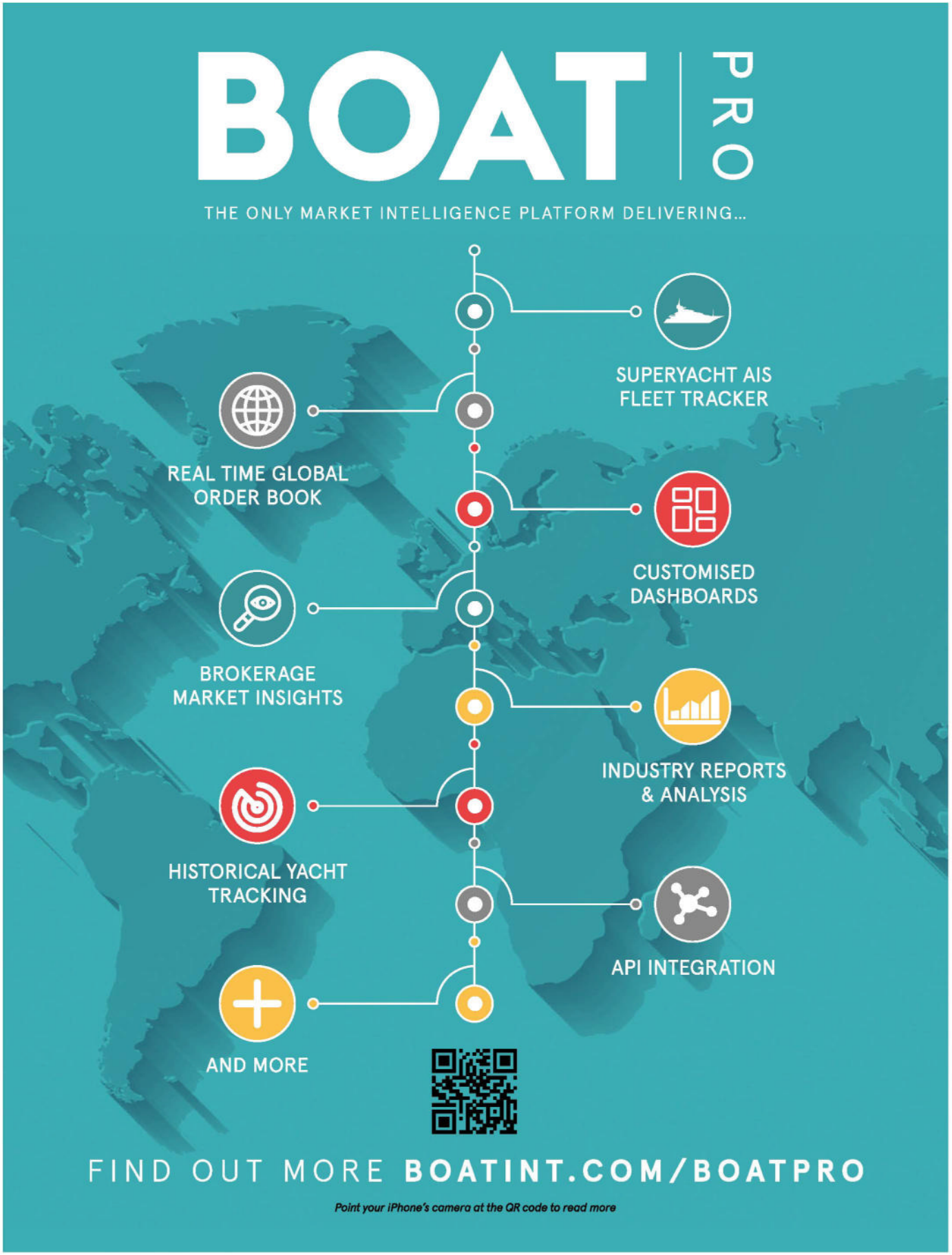

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LADY ELAINE, 163' 2008/18 Christensen TDMY



REFLECTIONS, 124' 1999/21 Christensen MY



MURPHY'S LAW, 124' 1998/14 Delta Tri-Deck MY



INEVITABLE, 100' 2005/20 Hatteras MY



MY GIRL, 95' 2008 Azimut



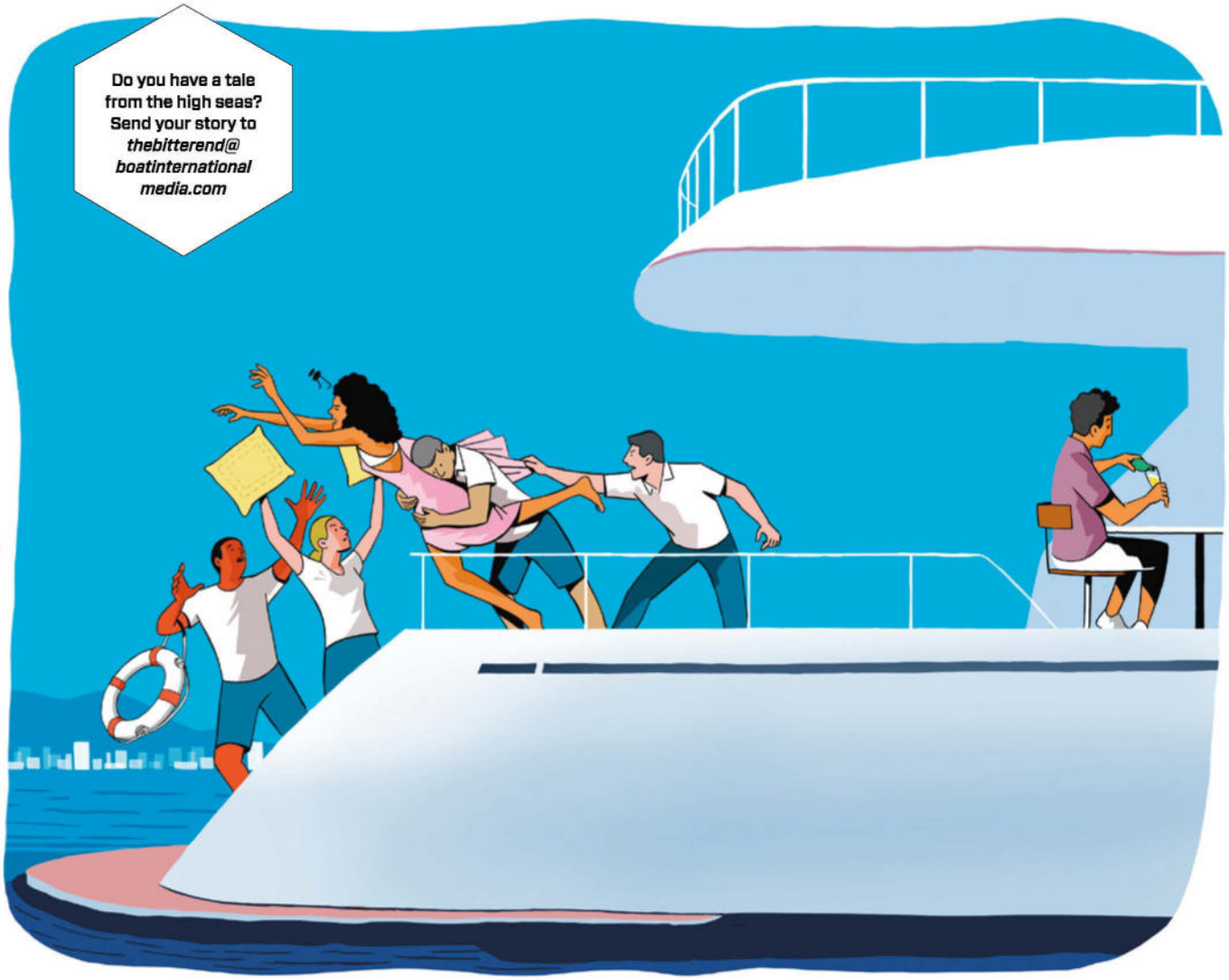
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147' M3 $130k/wk	124' Reflections $87.5k/wk	116' Whisper $65k/wk	82' Qara $33k/wk
145' Relentless $150k/wk	124' Murphy's Law $70k/wk	112' Now or Never $65k/wk	80' Copay $32k/wk



"Her husband, not the crew, was supposed to save her from drowning"

Years ago, I worked as a stew on a yacht for a younger owner who loved to host his family on board. His mother stayed on the boat often and what she seemed to love most was getting attention. She was quite dramatic and wouldn't think twice about making a scene if it meant everyone looked at her. She particularly wanted to get her husband to notice her, but he usually ignored her, which made her double down.

Once, when the owner's parents came on board, the crew was waiting on the transom to greet them. After being served a welcome drink on the main deck aft, the mother took off, sprinting back down the steps to the transom, from where she jumped into the water. It was odd, then turned scary when her son shouted: "She can't swim!" So two of the deckhands dove in and pulled her back on board.

Spluttering and soaking wet, she yelled angrily at the deckhands. "What did you do that for?" she demanded. "My husband was supposed to do that, not you!" This revealed her latest trick to get her husband's wayward attention. Meanwhile, he was nowhere to be seen – he had already gone to their cabin.

This would've been strange enough if it happened just the once, but it happened probably five times during that trip. Every time we saw her, we had to keep crew close by in case she decided to jump back in.

The final time she jumped in, her husband did attempt to help. He reluctantly threw down his newspaper, cursing at her to stop her dramatics, and dove in the water after her. But it turned out he wasn't a great swimmer either. Instead of rescuing his wife, he started panicking and pushing her under the water as a drowning person would do. The crew had to pull them both out. From then on, two deckhands stood at the top of the steps leading down to the transom like bouncers to keep the owner's mother – or father for that matter – safe and sound, and dry. □

AS TOLD TO Risa Merl **ILLUSTRATION** Massimiliano Aurelio


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